



RECORD OF EMAIL

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: September 26, 2016
Person Contacted: Mr. Chris Holaday (Pilot)
NTSB Accident Number: WPR16LA179

Narrative:

In an email, Mr. Holaday provided the following statement:

The day began as any other day. We pulled the aircraft out of the hangar, reviewed the Weight & Balance, checked the weather for that morning and began a thorough pre-flight of the airplane. Everything seemed in order. The weather was beautiful with calm winds, clear skies, and the temperature in the low 70's toward the end of our planned flight period. Not having a lot of experience with the Rotax 503, I requested that Jim walk me through the engine again, we reviewed calculated performance data for the engine & airplane, and proceeded with the engine start & warm up. I was outside the airplane, observing the engine/prop for the run-up. Upon initial start up, I noticed a significant amount of fuel draining from somewhere in the vicinity of the carburetors and immediately told Jim to shut the engine down because something wasn't right. Upon inspection of the system, all seemed to be in order with the note that the Electric Fuel Pump was still on and therefore may have flooded the carbs and must have been draining out. Jim then returned to the cockpit and commenced a second engine start with no significant, adverse impacts on operation. The engine parameters were within limits and the system was responding normally.

Jim took the plane out for some high speed taxi checks and conducted a couple "crow hops" to build confidence to fly the airplane in the traffic pattern. Once the "crow hops" were complete, Jim then taxied into the parking area where we were observing his high speed runs to inform me that he was going to fly a couple traffic patterns and work on his landing technique. After almost an hour of flying the plane, Jim returned to the ramp and we fueled the plane for my pattern work. I did the normal engine run-up to check for Full Power availability and proceeded to conduct a few traffic patterns, some with touch-and-go's and two with Go Around maneuvers. I noted the parameters that resulted in smooth landings and, after the last touch-and-go, proceeded West of the Airfield by approximately 2 miles to conduct some stall characteristics checks. Once the third check was complete, noting the left wing low stall break, I decided to return to the airfield and recommend Jim make some rigging adjustments so that the aircraft would stall straight ahead. I was in a climb from about 500' AGL at recovery to 800' AGL with a continued climb prior to returning to the traffic pattern for Bisbee.

It was at approximately 800' AGL when the engine suddenly shut off. Already established in a climb attitude, and being a "pusher", the nose suddenly pitched up and the aircraft entered a stall

condition. Having just completed a series of stall checks, I immediately pushed the nose down to regain and maintain airspeed at 55 mph (best glide airspeed for conditions), I rolled the airplane "wings level" and attempted an engine restart with no success. I then looked for a place to land the plane safely. Having nothing manageable below the plane due to high brush and no clear area, I turned left to a road that was just off to my 7 O'clock position. Once I was reasonably assured that I would safely reach the road, I attempted to roll out of the turn for landing. I was unable to regain straight and level flight, as the stick was full right deflection and the aircraft remained in a left slip. I attempted to accelerate the left wing to generate greater lift and level the aircraft, again to no avail as I quickly ran out of rudder travel. The result was a hard landing, in a left slip attitude, in an open field just 50 yards from the road I was aiming for.

Once all motion had stopped, I exited the aircraft and immediately contact Jim via telephone. I was uninjured but Jim's plane was damaged in the hard landing. We recovered the airplane and are waiting on a report from the dealer/distributor to decide on our courses of action for possible repairs.

END.

Submitted by: Samantha Link