

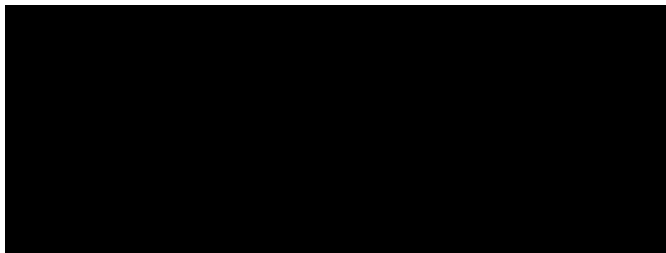


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Great job by the pilot for pulling fast, very little time with an engine out at 600ft.

N12FZ - G2 SR20 650/DFC90/PMA450

**WWTD**

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[REDACTED]

I have flown this plane a few times. It was meticulously maintained. It was a pure joy. I know who the owner is, but don't know if he was actually flying it. I'm hopeful of the outcome.

Cheers,

Ed

[REDACTED]



By [Todd Rahmes](#)  
on 8 Sep 2018 4:57

[REDACTED]

I'm the pilot. Lost power (felt like fuel starvation in hindsight, not something I've experienced before...). I was 2 minutes off of Kennett, turning towards the north after departing RWY 18. My Lightspeed headset cord was tangled in between my seat and center console and the noise cancellation feature had accidentally disabled from being jammed there. All was otherwise good, autopilot engaged, flaps up, 120kts and uneventful so I bent over to try to get it freed and the noise cancellation restored. It was really jammed. Next thing I know, no power.

Now my head is up, seeing if I inadvertently hit power. Nope, firewalled. Absolutely at a loss. Sputter. OK, it's coming back. Nope, it's not. "Sink rate, sink rate, sink rate" the aircraft tells me. I was still fixated on the engine. Autopilot still engaged. I yelled to my wife, what's our altitude? (somehow, I was too overwhelmed to look myself). Immediate response: 640'. My response: "Pulling chute". Her response: "What!!!!?????". Lawn dart. During which I cut power.

The chute engaged, jerked the nose up, and then the aircraft slammed into the ground backwards, 45 degree (guessing) nose up. Windshield shattered. Airplane is still making a lot of noise. I'm worried about fire. I can't get my door opened, I jerk open the center storage and got the hammer, but then my wife was able to open her door. Then I realized what the noise was and killed all the instrument panel switches. Silence.

We got out of the plane. I was feeling fine, though bruised neck whiplash, and same with my wife, plus bruises on chest likely from seatbelt. Very very nice folks here, just got out of ER. Nothing major from tests. Soybean field had deep furrows, was muddy, and the plants were

tough and walking through them was like bushwacking. I'm not sure I could have deadsticked the plane safely. In fact, I'm pretty sure I would've failed. Both the NTSB and FAA have already reached out.

Quite an experience.... I'm sure it will start to hit me later.



Thank you Cirrus!!!!

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