

From: [REDACTED]
To: [REDACTED]
Subject: FW: 3863L Narrative
Date: Thursday, July 25, 2019 7:50:00 AM

Ok this is what I got today from the pilot ,

Bruce

From: Byron [REDACTED]
Sent: Wednesday, July 24, 2019 3:21 PM
To: Kitelinger, Bruce (FAA) [REDACTED]
Cc: [REDACTED]
Subject: 3863L Narrative

Mr. Kietlinger-

The narrative for the accident occurring 21 Jul 19, on or about 1620 Pacific for Cessna, C-172, N3863L is as follows. We had eighteen gallons of 100 LL added at Olympia, dispensed by Safety In Motion. My wife, son, and I departed Olympia Regional for Friday Harbor using Jefferson County (0S9) as a waypoint. We landed at and spent the afternoon in Friday Harbor. We departed FHR at 1600; the run up showed all functions normal. I leveled off at 3000' on a heading to Jefferson County. Just before 0S9 I decided to land for use of the restroom and add fuel at their self-service. Monitoring the Unicom for 0S9 I determined that the runway in use was Rwy 27 and was the best match for the weather data. I overflowed the airport North to South, at about 2000'. Once directly over the runway at 0S9 I reduced power for a 500-fpm decent, added carb heat, circling back onto the 45-degree entry to runway 27. I entered the downwind, and abeam the East end of the runway, pulled power to 1500 RPM, deployed 10-degree flaps and trimmed for 500 fpm decent. The power continued to decelerate below 1300 RPM; it did not sound like it was producing consistent power. There was no engine noise that indicated malfunction; no "coughing, sputtering, or detonation". I pushed the throttle in and the engine quit completely. I removed carb heat and cycled the throttle. I switched the fuel tank from "Both" to "Right" (since it had the most fuel indicated). I turned to the runway, declared an emergency, retracted flaps, pitched and trimmed for 80 MPH, and shut all fuel and electrical systems off, and pulled the propeller governor for full feather (low AOA). I then focused on landing the aircraft. I realized we were not going to make the field and reiterated to the passengers of an emergency landing. I crossed the highway (SR19) with the stall warning activated. Once I cleared the highway and traffic I place the aircraft into a stall position at approximately 10' AGL. The airplane came to rest against an embankment within a run off pond. I assisted the front passenger, my wife, to exit, and had to wait for the rear passenger, my son, to exit before I could exit. I scanned the fuel and

electrical systems once more to verify shut down.

Byron Clark

[REDACTED]

N3863L