

From: [REDACTED]
To: [REDACTED]
Subject: FW: N601SA Accident
Date: Saturday, October 3, 2020 12:19:14 PM

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Michael,

Here is the statement from the PIC. In his statement, he says he was on the right tank. That contradicts what he told me on the night of the incident. He stated to me that he was on the left tank to which I purposely shined my flashlight to the right wing to which he stated "no, that's the right tank."

Henry H. Tscha
Aviation Safety Inspector
Federal Aviation Administration
Seattle FSDO

-----Original Message-----

From: [REDACTED]
Sent: Friday, October 02, 2020 8:45 PM
To: Tscha, Henry (FAA) [REDACTED]
Subject: N601SA Accident

Mr. Henry H. Tscha,
Aviation Safety Inspector
Seattle Flight Standards District Office

[REDACTED]

This letter describes the accident that occurred to N601SA at about mid-afternoon on 1 OCT 20 just east of the end of Runway 29 at Skagit Airport (KVBS). The Light Sport Aircraft was recently completed and had some trim issues at first. I was eliminating these issues, one at a time, had completed them, and made six good landings on 30 SEP 20. [Note: there is an error in my log book, of which you have a copy. The dates 6/22, 6/27, and 6/30 should be 9/22, 9/27, and 9/30 respectively.] So on 1 OCT 20 I was going to do some more landings in preparation for taking the aircraft back to the Oak Harbor Airport (KOKH) where I have a hangar. I had just made the first takeoff on Runway 29, and was on the pattern to land again. I made radio calls on all corners of the pattern and was just making my base to final turn for 29, when the engine quit without warning. I had time to retract flaps, make a radio call to two other aircraft in the pattern warning them that I was "engine out and trying for Runway 29." I also had time for one engine restart attempt, which was a failure. The aircraft came down in a small field outside the perimeter of the airport property, skidded for about 100 feet, went into a drainage ditch, and came to rest half-way across Higgins Airport Way in line with Runway 29. I was the only occupant of the aircraft and was uninjured, with the exception of a minor sore back. The aircraft appeared to have severe damage to the front landing gear (which collapsed), causing further damage to the cowl, propeller, engine, and forward portion of the fuselage. There did not appear to be damage aft of the cockpit to the tail section. The wings were intact and never touched the ground. The two wing tanks were intact, and no fuel spill occurred. There is about 7/8 fuel in the right wing tank and about 1/4 in the left. I was running on the right tank. Before exiting the aircraft I turned all electrical including Master switch off and

turned the fuel selector from right to off. The ELT went off and was silenced by one of the Airport Personnel. The aircraft is presently tied down in front of the Corporate Air hangar.

Stuart C. Ashley

[REDACTED]

Date of Report: 2 OCT 20