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Subject: WPR25LA070 Pilot-in-command's (PIC) Complete 6120.1 Narrative

The following text is the complete PIC narrative from the National Transportation Safety Board Form 6120.1. The .pdf provided in the docket does not allow the viewer to see the entire narrative; hence the entire narrative has been provided below.

January 02, 2025

RV7-A N1FB incident on December 22 2024

My 6 years old son and I decided to go Good year for a quick trip from Yuma, AZ , we took off around 2 pm for a 1 hour flight to KGYR , it was beautiful sunny dry day with no wind and clear skies.

We landed and taxied to LUX FBO and asked to fuel the plane with 100 LL, I borrowed a courtesy car and went to eat close by.

We returned to the Airport, paid the bill for 13.4 G of 100 LL , did an inspection and taxied to do a run up which was normal.

I took off KGYR at 04:20 pm on the 22nd of December of 2024 going to Yuma airport, I claimed to 2000ft and stayed there briefly to clear Phoenix Class B, I then preceded to my planed altitude of 4500 ft MSL.

I started to lean and adjust my fuel and mixture once I hit 4000 feet, then I engaged the autopilot, I was doing about 148 knots on 7.5 gallons.

About 4 minutes later I started to feel vibration from the engine, I started to slowly enrich the mixture but it continued to be rough, I started to go though my

checklist, by checking the tank switch, it was on right and engaged, the starting ignition switch was on both, the throttle was full, mixture full and pitch prop at 2400, RPM which seemed like dropping.

I noticed that if I pull the throttle to half, the engine ran less rough but weak, and any changes in the mixture seem to do nothing, even the tension on the cable was lost, it became very soft, I stuck my hand under the panel to see if I can get a feel or find the cable but could not feel it.

I decided to leave it alone and just have a partially running engine till I find a better terrain, however I felt like the engine goes off and on, and when it goes off I start moving the throttle back and forth then it starts for a few seconds and dies again.

I knew that I am dealing with an engine failure, and my guesses were that I either lost the mixture cable from being connected to the engine to be effective, contaminated fuel/ water in the fuel, something shocking the engine or fuel starved engine for some reason even though I had full tanks and caps tight and in place.

At that point I was losing altitude, I decided on keep controlling the plane and trying to find a suitable landing spot, I contacted Albuquerque frequency which I already had set after I took off from KGYR and notified them of my misfortune.

I told Albuquerque center that I am having an engine failure and I am turning to Gila Bend airport which was 15 miles from me.

I kept flying the airplane and kept it at best glide rate around 75 knots.

I told my Son about what we are going through the whole time, and that the engine stopped and we going to try to restart it, if we cannot do that we will land in the desert and I want him to be strong.

He sat up and repeated what I said, "I have to be strong, we are crashing, and he pulled on his seat belts and prepared himself", and said "ok".

I knew that Gila Bend is very far for my vanishing altitude, I saw in front of me a green alfalfa field and I saw the service road that goes around it, I looked at my altitude and knew that I do not have enough Altitude to make it to Gila Bend E63, so I pointed my plane to that area, however the ground was approaching fast, and I figured I did not have enough vertical distance to make it there.

I never lost control of the airplane, I kept it leveled and prevented it from stalling until the last minute, I ended up landing in a field of 8 foot desert bushes,

with a very violent sounds of the brushes hitting against the airplane, then my nose wheel caught a ditch and we ended up upside down .

At no time we lost consciousness, we were fully awake and aware of what has happened, My RV7-A has pull up canopy which was my floor at that point ,and we both were still strapped in awfully uncomfortable and painful position, the dust filled up the little space we had and it was barely visible inside, enough to see few inches from my face, I went ahead and turned all the switches , I was afraid to touch the starter switch because I was upside-down and was afraid I might get it wrong not being able to see , and that it might trigger a spark , so I left it alone.

I asked my son if he ok, he said "I am ok but I do not like this!"

"I am going to let go of my seatbelt " and he did, he had a small fall to the floor which was the broken Plexiglas and I was still upside down, with my canopy collapsed against my bent head and neck, I released my seat belt but due to how small the place is, I was in the shape of pretzel.

I have my emergency flashlight, a knife and a small multi tool which had what looks like a glass shattering pointed end, I was able to locate them and because I can barely move my arm and hand, I passed it to my small build skinny son and asked him if he can hit on the Plexiglas , he started to bang on it .

He hit the Plexiglas multiple times but told me nothing is happening.

I managed to squeezed my hand from underneath me (I was still upside down) and told him to scoot over a little to the back so I can try , I hit it multiple times, nothing happened , I pushed the pointed sharp end on the Plexiglas but all it did is transparent graffiti , then multi tool broke apart.

We had about 4 inch opening on the right side of the Plexiglas for air and light, and we were trying to break it with little success, it felt like eternity.

We started calling for help for 10 minutes but we knew nobody has seen us and unlikely to be around.

I try to locate my I-phone, but did not find it, 2 weeks earlier I gotten an apple watch, I tried my I-watch but it was beeping with emergency noises due to impact activated feature, it was beeping, and I remembered that I was still wearing it, however because we were upside done and in a ditch I could not get a signal.

My son asked me: is anybody coming to get us out? I told him yes! But we are not going to wait.

I started to smell the gas that started to leak,

I started to pull and push on the Plexiglas, I grabbed the edge, back and forth until a small piece cracked , I got a huge boost of energy when that happened so I started doing it again , until another piece came apart , my son was cheering me and was exited , I told him let's keep doing that , I grabbed the edge and pushed it so hard that it cracked and came a part , I had by now some 12 inches of open space , I told him now you can get out , I want you to get out and stay all the back of the airplane and I follow you , which he obediently did.

I needed a little more space to get out so I cracked another pierce and started to kick so hard, push and pull myself out of the disaster, I was able to barley kick and push with my feet on anything in the plane, to the point that I lost my left shoe from kicking to push my body face down through this very small opening..

The canopy shade in the RV is a Kroger Sunshade type with hard wires to keep it open, when I started to move the wires jammed on my side and caught my sweater, I was stuck I could not move anymore, I tried to left my body but the tiny space did not allow me to do so .

Again I squeezed my hand underneath my side , I lifted my body a couple of inched and started to move out those spikes from my body and sweater individually , It took me about 10 minutes but I was able to free myself.

I started to crawl out through this small opening; I had by now superficial cuts on the back of my hands and body, nothing on my head or face.

Once I had my face down head out of the Plexiglas in the dirt and brushes, I kept kicking, pulling and pushing to get out, I got on arm out and pulled my body out.

I realized that I had my right shoe on my foot but lost my left one due to kicking.

By now that smell of the fuel was so strong that I was very worried it might catch on fire.

I looked at my son who was cheering me throughout this whole process and was happy , so I walked back and met him about 30 feet from the tail of the plane.

I looked back at the airplane and could not believe my eyes, it was completely upside down, the nose wheel all bent, the wings while still attached, but had severe damage from going through the bushes.

I did not have my phone , I had my I watch , I asked Siri to call 911 which it did , I told me that I crashed and we are ok and we need help , The lady on the other end asked me about my coordinates I told her I was about 15 miles to the west of Gila Bend , I told her I am calling from watch and I have less than 25% charge left and that the sun will be setting soon and to send some help , she assured me that they are on their way.

I received a call from the Air defense telling that they are getting a signal from my airplane ELT and if everything is ok? I told them I lost my engine and had to land in the desert and end up crashing but ok, She told me to stay still she had my coordinates , help is on the way.

About 45 minutes I saw a light in the sky in a distance , I have a bright red flat light with my , I pointed to the helicopter and started to move in a very random way , it was almost sunset , and getting darker , I kept moving it until I saw them turning toward me , I knew they found us .

It was a sheriff's chopper that landed close by and picked us up.

We landed at the police helipad and had 3 Ambulance waiting for us, I told them that we have some scraps and bruises but otherwise we are ok and want to go home.

NOTHING FOLLOWS