

Narrative of Events – 922TP Accident

4 June 2009

Prior to 4 June

1. Prior to accident, had high CHT's on # 2 and # 3 cylinders. Tried many things, e.g. switching sensors, adjusting baffling, adjust valves, inspect intake tubes.
2. Flight data showed low fuel flow at takeoff and NOM I. Normal fuel flow at Cruise I and II.
3. On 5.16.09 installed new suction jet in carb. Old jet was 1.45 MM and new one 1.0 MM. High CHT's practically non existent.
4. Flew aircraft 20 May (twice) and 29 May and verified fuel flow, fuel pressure, CHT's versus book for power settings. Verified engine performance. (I have all of these in chart form if you want them.)
5. Objectives for 4 June flight were to verify engine performance and to test slow rolls, loops, barrels, and aileron rolls. Short flight planned.
6. Clear with wind 360 about 5.

Preflight

7. Normal in accordance with checklist. Performed in hangar. I sample fuel from header and gascolator into clear cup. No sediment noted. I compare fuel stick quantity readings to electronic readings. (18 Gal vs. 20 indicated). Elect to refuel.
8. Top off fuel from Spicewood fuel station. About 15 gallons (I don't have receipt, but can verify precise amount).
9. Runup normal. Fuel pressure and fuel flow normal at 1900 RPM.

Takeoff

10. Takeoff normal except get master caution and "high oil pressure" fault code. Verify 92 PSI versus 85 high end normal. Elect to continue takeoff as high speed and short runway to north at 88R. Takeoff and climb otherwise normal.
11. At about 500 feet, master caution and "fuel pressure" fault code. Zero fuel pressure. Initiate immediate turn back to field and reduce pitch and power. Engine stumbles.
12. Elect to continue downwind versus landing with tailwind. Prime reason is south half of runway only 30' wide (Pitts needs the 100' wide grass runway at north end). Engine stumbling but putting out power.
13. Elect to land midfield to the north on grass runway.
14. Try elect boost pump and verify fuel selector "on." Engine still stumbles.

Landing

15. Engine quits, I reduce pitch and make immediate turn to field. Slow, about 70 KIAS, adjust stick to maintain/gain airspeed. Aim point to parallel asphalt runway in adjacent clear space.

16. Land hard with high sink rate. Land about 25' west and parallel to asphalt runway. 70 KIAS insufficient to reduce sink rate enough. Bounce hard and stop suddenly after first bounce. Ground soft and sink in on initial touchdown.
17. Hit forehead on instrument bulkhead as aircraft stops abruptly.
18. Ground egress with fuel off and master, boost pump off. Canopy, harness, headset. Run away from aircraft maybe 20 yards in case of fire.
19. Observer arrives (Dana Whatley) and tells me to lay down and apply pressure to forehead cut. Taken to hospital for treatment of forehead cut.

The above is true and correct to the best of my recollection.

Chad Huston
8 June 2009