# Narrative Speech

**Give a brief summary of your narration.**

As a pilot of three years at the time I finally had gathered the funds to put a down payment on a partial ownership of a 1975 Mooney M20C (Picture attached at the bottom). I spent a mere ten hours in the airplane to satisfy the insurance requirements per AIG, surprisingly low considering the risk a pilot is with only ten hours in this specific airplane. However, having flown for three years prior and having flown significantly long flights through the night I chose to fly with a friend to Fort Collins, CO. On our way out the flight was non-eventful until landing when we were advised to be extraordinarily cautious as a fatal mid-air collision had recently happened. My nerves were raised, blood pumping, and a feeling of sadness came over me. I had to focus on flying the airplane, the death of the individuals recently prior was something I could not let effect my judgment as I had one task at the time – land the airplane safely. The landing was less than perfect, but any landing you can walk away from is good landing in a pilots eyes. My friend Brandon and I traveled into town and enjoyed our time visiting friends in Colorado as well as attending an event held by CAP, an auxiliary unit of the Air Force. As we winded down our time in Fort Collins we headed back to the airport. We realized that we had to make a fuel stop in Kansas on our way back to Dallas but we checked the weather and made a decision to leave on the leg to Kansas without grabbing additional fuel. The leg was ordinary on all accounts to Kansas except for possibly considering the simple re-routing of the flight per ATC above Denver. This reroute was unplanned, but not extraordinary by any means. As a pilot who fly’s in and out of the DFW metroplex on a consistent basis to be rerouted is common. To be rerouted around Denver and add as much time as we did however was less than ordinary but not head turning. As we continue on the flight we are scanning our instruments. On a given flight, as a pilot, I could tell you almost any reading or action recently done or to be done as it was sixty seconds. This level of memorization can also lead to high level processing, the failure for you to recognize the actual change. We were maybe 45 minutes out at this point when he and I noticed the gas readings were reading that we were barely going to make it. In the point of eastern Colorado we were in there were absolutely no airports between us and our planned stop. Turning around was not an option, at least with the direction we were going we had a tailwind to help us. We modified the power settings on the airplane to be as efficient as possible, we were hoping to make a 1975 airplane into a 2014 Prius. As you can probably tell you know where this story is going, as we descended towards our destination I turned off the Contour camera I had brought along which also recorded our voices. In retrospect if I knew what the next 10 minutes were going to bring it would have been an once in a lifetime event to capture for myself. We were five minutes out from our fuel stop in Elkhart, Kansas. We listened for the weather, had our charts ready to go to land. To give you a bit of background, Elkharts’ airport has four runways – two intersecting. We set ourselves up for a landing on runway 22 as it was best for the winds. There was another airplane, a King Air, on frequency that was departing Elkart. We line up and as descended we realized we couldn’t see the runway. Why? We surely didn’t miss pilot controlled lighting, there was none according to the Notice to Airmen (NOTAMs). Then suddenly, at five hundred feet above the ground in an area surrounded by windmills the engine quit. We had sixty seconds, at best, to land the airplane but to line up on the new runway was almost impossible from our position. I can remember the fear in my voice when I called over the radio that we had lost our engine, just as the King Air was back-taxiing on the runway to takeoff. Immediately the King Air flipped a U-Turn and took off halfway down the runway. I’ve never seen an airplane or another pilot have such fear in their voice for someone else. As I continued through an engine failure checklist just a few hundred feet above the ground, all the while flying completely at night exhausted at 2am, and trying to find where the King Air was so that we didn’t have a midair collision I was able to get the engine to sputter a bit more and get us to land. The airplane holds 27.4 gallons on each side, so 54.8. When we filled up we had less than a gallon in our tanks. My friend Brandon and I, both incredibly experienced pilots for our age, let the confidence in flying that we had get to ourselves and lacked proper planning which almost cost us our lives.

**What is the general purpose of your presentation?** To inform.

**What is the specific purpose of your presentation?** To inform my audience that, despite how confident you are in your abilities doing a task, to never let that get to your head as it can almost kill you and others.

**What is the thesis or central idea to your narration?** The moral of the story is that you are not invincible, life will eventually catch up to you and when it does, you best be prepared.

**Why did you choose this particular story to tell this audience?** I tell this story since I am very honest about how my mistake and error in judgment almost led to the death of my

When you learned a lesson based on something happened to you.

Illustrate an idea or concept (there must be a purpose for telling the story)

Give pertinent background and descriptive info to make the story interesting

Make the claim (thesis) clear to the audience. Often this is the moral of the story.