

Date: December 21, 2017

To: FAA and any one requiring statement of occurrence

From: Warren West /GPFOLLC /owner and pilot of N555WM

This email is concerning the events/ incident that took place on December 19, 2017, during a complete inspection and run-up on a test flight.

Test flight as follows at: **3VS (Roy Otten MEM) Versailles Missouri**

- Started engine to taxi to run-up area, performed a standard run-up as per POH, rpm, mag, brakes, flaps, all in green as required.
 - All was good for test flight.
- At the 3VS runway 25:
 - Performed a takeoff/abort run,
 - Back taxi for a full takeoff
 - Did a full takeoff and stayed in pattern and did a touch-n-go. At this time, I did a climb out and at about 400 feet, I lost full power (there was a loud bang heard by my AP and by-standers).
 - Did an emergency check of switches and fuel within 5 seconds and then found a field to land in. This was about .75 miles west of runway. Just off of MO HWY 52, I did an off-airport landing in a cut bean field.
 - During the landing, the aircraft hit some marker posts.
 - There was damage to the aircraft .
 - There was no field damage or crop damage.
 - No personal injury.
 - Three by-standers were working on a trailer and heard and seen the landing. They came over to me and ask if I was ok.
 - I called my AP and told him of my location. When he showed up, we removed the hood cowl and found where a **B-nut** was supposed to be; it was missing. After investigating, my AP found the missing **B-nut** between the number 3 and number 5 cylinders. One of the guys working on a trailer had a finger retriever and we got it out and reinstalled the **B-nut**.
 - At this time, I tried to restart the engine and it started right up. Our investigation appears that the failure was the **B-nut**.
 - I contacted the police in Versailles and they came out and blocked the road.
 - I taxied the aircraft back to the airport hanger.

AP started to inspect aircraft for damage.

Note: Prior to this incident, this engine was removed and shipped to Wester Skyways for a complete overhaul under W/O 52142. The engine was shipped back and reinstalled into the plane.

See attached pictures of B-nut and damage of wing

Picture at pointer shows where aircraft stopped

Picture shows b-nut installed when engine was received

Pictures show after engine installed

Not sure all at this time, but I know the left wing and wheel have damage, no prop strike as far as we know at this time.

Warren West [REDACTED]

[REDACTED] Roach Mo. 65787

Robert Cross, AP [REDACTED]

Greg Benton, Person working on trailer [REDACTED]