



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 06/26/2018
Person Contacted: Kevin Weinzierl (Pilot – N736MM)
NTSB Case Number: CEN18LA237

Narrative:

The following is a synopsis of the information provided by Kevin Weinzierl to the NTSB IIC, via telephone.

- The flight was a 14 *CFR* Part 91 personal flight.
- The purpose of the local area flight was for the pilot to fly with his friend who was a certificated flight instructor (CFI), to help increase his dual pilot flight instruction time.
- The pilot reported that upon taking off, he smelled a “burnt electrical” smell in the cockpit. The pilot and the CFI decided to remain in the traffic pattern of Maple Lake Municipal Airport (MGG) due to the smell.
- While on the downwind leg for runway 10 (flying to the west), on the second traffic pattern iteration, the smell dissipated, and the engine began to backfire. During the backfiring sequence, the pilot observed the engine tachometer “jumping all over the gauge” from zero to a maximum indication. About 10 seconds after the backfiring began, the engine ceased producing power while about 700 feet above ground level and at an airspeed of about 50 miles per hour.
- The pilot attempted to troubleshoot the backfiring and subsequent engine failure by switching fuel tanks and attempting a restart of the engine with no success.
- The pilot reported he decided to attempt a forced landing to runway 10. However, due to the presence of power lines that followed an east to west oriented asphalt-covered road on the north side of the airport (County Road 37), he assessed that he would be unable to fly over the power lines. The pilot attempted to execute a forced landing to the road. The airplane landed about 20 feet short of the road and impacted a ditch. The airplane came to rest in a grass-covered field about 400 feet to the northwest of the runway threshold for runway 10.
- During the forced landing sequence, the nosewheel collapsed resulting in substantial damage to the fuselage and the engine mount system. The right wing sustained substantial damage from impacting terrain.
- The pilot reported that the airplane had an adequate amount of fuel for the flight and the airplane had no known previous issues with the airframe or engine that would have precluded normal operation.