

August 3, 2019

From: Jose V. Pinto

To: FAA / Peter D. Rose

The following is my statement of the events leading to the forced landing of N6754J on July 30, 2019.

A few minutes past 1530 local time, Travis Bogard (student) and I began our lesson in preparation for his private pilot practical test. We both performed the preflight on the aircraft and everything checked out well. After the preflight, I observed my student performing a runup, all systems checked ok. We departed 5R4 towards the west to work on maneuvers. After all maneuvers, we decided to practice short/soft field landings and take offs at CQF. After our 4th touch and go, I told the student it was time to go back to 5R4, as we were 1 hour into our lesson and I wanted to keep at about 1.2 on the hobbs. At about 300 feet on the climb out of runway 19 at CQF we experienced severe vibration, engine sputter and loss of power where the airplane was no longer able to climb. We were already past the end of the runway.

I asked the student to switch tanks and check if the fuel pump was on. I checked for full mixture and pumped the throttle, nothing improved. I proceeded to prepare for forced landing by looking for the most suitable place to land ahead of us. Upon full flaps landing, the airplane turned sideways, no fire or smoke was visible.

Jose V. Pinto

CFI