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Date: August 4, 2021

Subject: CEN21LA351

Contact: Richard Meyer - Accident Pilot (N1361S)

The pilot reported that after takeoff, he noticed that all four cylinder head temperatures (CHT) were higher than they should have been as indicated on the engine monitoring device in the cockpit. He noticed that the CHT never stabilized and never decreased in temperature after the takeoff. The outside air temperature was 91° F, and the airplane was traveling about 130 kts after the takeoff. The pilot attempted to reduce the high CHT with the throttle and mixture and the CHT kept rising. The pilot decided to return to the departure airport. During the flight back to the airport, the CHT still kept rising, and the engine ceased producing power.

The pilot maneuvered the airplane for a forced landing to an open grass field surrounded by rolling prairie and trees. During the forced landing, the nose wheel and the main landing gear collapsed from impacting the field, and the airplane came to rest on the fuselage. The pilot and passenger were able to egress from the airplane without further incident. The airplane sustained substantial damage to the composite fuselage.

The pilot reported the airplane was "about topped off" with fuel prior to the cross-country flight. The airframe was equipped with a parachute, which the pilot did not activate during the emergency sequence. The pilot was unsure if the engine monitoring device had recorded the parameters for the accident flight.

The pilot reported he will secure the airplane maintenance records for the NTSB.

Nothing Follows