

The incident taking place on August 18, 2022 regarding F33A bonanza N17747 that resulted in an off airport landing was caused by a loss of engine power. The reason for the flight on 8/18/22 was for insurance competency for the owner of the aircraft, Daniel Davis. The plan for the day was to remain in the pattern at KBTR for an 8:30 departure, where the owner of the aircraft Daniel Davis would act as pilot in command, while practicing landings and general handling of the aircraft. After checking the weather and notams for the Baton Rouge airport before departure both myself and Daniel decided that the airport was in good enough condition to safely conduct the flight. Upon arrival Daniel, as pilot in command, completed a pre-flight inspection to completing the necessary items listed in the POH. I then arrived after Daniel completed his preflight inspection, where I asked him about the condition of the aircraft and from there, I completed my own walk around to where I found the aircraft airworthy as well. We then reviewed what we intended to complete on today's flight and boarded the aircraft. From this point Daniel Davis was established as pilot in command where we set out for the traffic pattern. After obtaining ATIS information Uniform, we then determined that the weather was still suitable for our intended flight. Dan was instructed to taxi from the northwest tee hangars to runway 22 right. Before taxiing, Daniel Completed the before takeoff checklist items and all items were within tolerance and were deemed airworthy. Daniel then contacted the tower and we were cleared for the right traffic pattern for runway 22R. We departed the runway, and shortly after takeoff we both realized that the weather was worse than broadcasted, I immediately asked for a local IFR clearance back to the KBTR airport via the ILS 22R. At this point in time I then become pilot in command. We were then cleared back to the airport via present position, radar vectors and to maintain 2,500 ft. We then began our vectors and setting up for the approach and landing. Once we were cleared for the approach and became established on the ILS, I then Placed the flap selector at 15 degrees and brought the gear down. I realized we were high once visual contact was made with the field at around 1,500 ft. I then began to reduce the pitch of the plane down slightly and reduce the power. At around 1,000 ft I started to reduce the power where I felt a small bump and then immediately felt the engine cease to create power and then I confirmed this by looking at our manifold pressure gauge. I started going through the engine restarting procedure, to include establishing our Vg speed of 110 Kt, full power and mixture, checking both magnetos and trying to re crank the engine. Once these procedures were not successful, I then called mayday, declared an emergency and we were re cleared to land any runway. I began to start to look for a suitable place to put the aircraft down once I realized that we would not be able to reach the airport. I saw an opening just shy of plank road that was the best option possible. I then glided into the field clipping the tops of a tree, shortly thereafter impacting a small hill where we bounced over a drainage canal impacted again and slid to a halt shortly after. After the aircraft came to a stop I instructed an evacuation of the aircraft to where myself and Daniel climbed out over the top of the wing and ran away from the aircraft.

8/19/22