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AS-CEN

Date: 6/11/2025
Subject: CEN23LA388
Contact: Lee McLeod (Pilot)

Spoke with Mr. McLeod regarding an accident involving N9663X, on 8/30/2023. He confirmed he was acting as pilot for the flight.

I informed him that I had spoken with the CFI on the flight and the Mr. McLeod told me the CFI description was accurate after I relayed what the CFI said, which was:

The pilot was a part owner of the airplane and was a low-time pilot and had little experience in the accident airplane. The purpose of the flight was for the pilot to gain experience during a flight from ICT to Tulsa, OK, and return. This was planned to be a normal cross country flight with no maneuvers planned other than required for the flight.

He said they boarded the airplane and taxied to the run-up area and performed a run-up which showed a 200 rpm drop when one of the magnetos was checked. This was outside of the allowable drop so they taxied to maintenance where maintenance personnel rotated the spark plugs. They went out again, but this time during the run-up the get indication on one cylinder went to zero, so they taxied back to maintenance. Maintenance personnel tested the spark plugs on that cylinder and determined that one of them had failed and replaced the failed spark plug. They went out again, and this time the run-up checks were satisfactory. They initiated takeoff and when the airplane was about 150 ft agl, the tower controller informed them that the airplane was trailing smoke. About this same time, the airplane's engine lost all power, but the propeller continued to windmill. He took control of the airplane and check

the ignition key, and insured all levers (Prop, throttle, mixture) were forward. He didn't have any more time to diagnose and landed the airplane in a field a short distance from the runway. The airplane struck a ditch and the nose landing gear and right main landing gear separated.

The pilot added that the final run-up was not performed on the run-up pad but was rather performed in front of the maintenance hangar so that if there were still problems the mechanics could see/hear the issue. After the run-up the airplane taxied for quite a while to the end of the runway. He noted that the airplane had been filled with fuel before the flight and that after the power loss, they also checked the fuel selector which was on "Both".

While further discussing the accident he relayed that other pilots of the airplane reported to him that the airplane's fuel pressure indicator would sometimes behave erratically and sometimes on takeoff the indication would peg.