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Aviation Accident Investigator
AS-CEN

Date: October 15, 2024
Subject: Phone Conversation Summary
Contact: Adrian A. Neret, Accident Pilot

The following is a summary of a phone conversation with Adrian Neret, the pilot of N9151V, that experienced a total loss of engine power on October 8, 2024, near Fulshear, TX (CEN25LA007).

According to Mr. Neret N9151V was purchased by his father and that he was building flight time in it. He stated he had roughly 375 hours of total flight time, of which about 300 hours were in the accident airplane and about 75 hours of flight time accumulated in a Cessna 172 and a Piper Archer.

On the day of the accident, he was going to practice commercial pilot maneuvers in preparation for his upcoming flight examination for his commercial certificate. He asked one of his pilot rated friends to act as a safety pilot for the flight.

The flight departed West Houston Airport (KIWS), Houston, TX and flew to the vicinity of Wharton Regional Airport (KARM), Wharton, TX, where he performed 3 power off 180s and a steep spiral.

On the return leg the pilot decided to conduct a touch and go landing at Covey Trails Airport (X09), Fulshear, TX. The pilot executed the touch and go landing on runway 35 during which he said all the engine indications appeared normal. On his initial climb he turned right crosswind at 300-400 feet and smelled an odor that could best be described as maple syrup, then there was a loud bang, and the engine started shaking and a total loss of engine power occurred. He immediately put the gear and flaps down, due to concerns about losing electrical power. He ran his emergency checklist while making for a left base for runway 17. He said he had a 14-knot tailwind, so he had to slip the airplane onto the runway and touched down within

the first 1,000 feet at about 70 knots. He locked up the brakes and skidded across the wet grass and thought he was going about 30-40 knots when the airplane went through the ditch.

Mr. Neret stated that the FAA looked at the airplane on Wednesday after the accident and that he went to the airport on Thursday to lock the doors on the airplane and retrieve some personal items. At that time, he stated he pulled the oil dipstick and saw metal in the oil on the dipstick.