

Myself, Father Wayne, and mother Kristie departed KGIF on Saturday 8/15/15 at 8am and flew direct to K40J with no problems at 3500ft which the plane flew excellent and was an ordinary XC I have flown this flight before. Stayed to visit my Aunt and Uncle in Perry, FL until the morning of the accident 8/17/15. I had little over half tank in both wings when arrived at airport Monday from the trip on Saturday. I sumped both tanks and pulled fuel drain near oil dip stick before fueling. And after fueling at 40J fuel farm with 100LL I taxied over to load plane with baggage and have parents get in and prepare to depart. I then sumped tanks again giving the time of approximately 15mins after fueling before taxing to run up and take off which run up was completely normal and perfect before taking off. After departing 40J and climbing to cruising altitude of 5000ft shortly after leveling off I felt the motor create a small vibration which to me and my father looked to each other and then understood that something was wrong. I first established somewhere to land and begun to do a turn around a point maneuver while descending on the desired landing area picked by myself. I applied carb heat and full mixture hoping to clear up the motors lack of performance but it did not do so. I then checked the mags which they were fine. I never completing lost the engine during the emergency descent but I never had 100% power and the motor acted as to which it did not want to run on full or even 75% of power. I began my approach to land in the hay field running parallel the county road but seen a barbwire fence in front of me which I then proceeded to go-around and cleared the fence. Then I banked left and lined up with the rows of the watermelon field and set the mains down and was attempting to stop while attempting to stop the tail hit the ground due to the ground being uneven in the field and then it shoved the nose wheel down to the ground the nose wheel then dug into the ground breaking it off and then the plane slowly flipped over on its nose to where it rested on the top of the wings.

Domicile Zip Code: [REDACTED]

Hours in Make and Model: 66.1

Hours in the last 90 days any make and model: 71.2

Hours in the last year any make and model: 107.6

Total hours: 140.7

Private Pilot Certificate # [REDACTED]

Last Regulatory Check Ride: 06/08/2015