

WE HAVE DONE A STANDARD NORTH WEST DEPARTURE OUT FROM
KTHB AT 1500 FT OVER THE CEMENT PLANT CONTACTING THE
DEPARTURE ON 125.5. AFTER WE WERE FOLLOWING THE ROAD
41 STILL AT 1500 UNTIL THE "CURVE" INTERSECTION AND
TWIN CANALS. AT THAT POINT WE HAVE ASKED FOR A CLIMB
UP TO 4500 FT, OUR CRUISING ALTITUDE AND IT'S BEEN
APPROVED. WE HAVE STARTED A CLIMB AT 70 KT / 75 KT ~~AND~~ RISE
200 FT / MIN THEN WHEN WE WERE AT 4500 WE HAVE LEVELED
THE PLANE, REDUCED THE POWER AND ONE INCH LEANED THE
MIXTURE. AFTER ALMOST FIVE MINUTES OF CRUISING FLIGHT
THE RPM ARE DROPPED AND THE ENGINE QUITES SO ~~WE~~
HAVE IMMEDIATELY START A LEFT TURN TO THE OASIS
RUNWAY THAT I ~~HAD~~ ~~ALMOST~~ IN SIGHT AND SETTING THE BEST
GLIDING SPEEDS. THEN WE HAVE STARTED THE CHECKLIST TO
RESTART AND WE TRYED IT TWICE WITHOUT RESPONSE
SO I'VE DECLARED THE EMERGENCY ~~WENT~~ ON THE MIAMI CENTER
FREQUENCY TELLING THEM THAT I WAS EXPERIENCING THE
ENGINE FAILURE AND I WAS GLIDING TO OASIS AIRPORT.
DESCENDING WE HAVE TRY IN THE PAST TWO MINUTES TO
RESTART THE ENGINE WITHOUT SUCCESS SO REACHING THE
GROUND PERFORMING A BASE TO FINAL FOR THE SOUTH
BOUND RUNWAY WE HAVE SECURED THE COCKPIT AND THE
ENGINE SHUTTING DOWN MIXTURE, THROTTLE, CARB. HEAT OFF
ELECTRICAL EQUIPMENT OFF. REALIZING I WOULDN'T BE ABLE TO
REACH THE RUNWAY ON THE VERY SHORT FINAL I'VE STALLED

THE PLANE IN ORDER TO DON'T HIT THE GROUND WITH THE NOSE
TO MUCH FAST,

ALESSANDRO MAZZA






Departure Airport - KTRB
Arrival Airport - KVNC

- The initial altitude of cruise was 4500ft msl. but we stayed at 1500ft outside of bravo airspace NW departure. After received clearance to climb from miami approach the PIC (Alexandro) did as told and began climbing. After establishing the climb attitude, climbing at 75 kts with a rate of 300-400ft/min.
- Abeaming upon our cruise altitude as planned we levelled the wings and leaned as required, say 1 $\frac{1}{2}$ inch, we ^{then} select our best power setting for cruise at 2200 rpm the engine quitted after 5 mins of cruise flight.
- We then performed an emergency procedure by following the checklist and continued ~~waiting~~ ^{restarting} for about 130 sec. after realised that the propeller had stopped windmilling, we executed and emergency descent and contacted the current frequency which was with miami approach and immediately declared ~~and~~ an emergency 6 miles NW of "Oasis Ranger Station". Upon turning and descending the PIC then confirmed with myself about the remaining altitude remaining which was about ~~4000~~ ⁴⁰⁰⁰ ft, we headed for the airfield closest to us which was "Oasis Ranger Station".

— We then glided with a speed of 73 kts unto base at about 2000 ft. Turned and continued for approach unto final, descending and performed an ~~over~~ overshoot while approaching an angle of turn to final and abeam the approach end of our field.

After selecting an glide angle in order to reach the field we tried for the last time restarting the engine but unfortunately the propeller only spun three times and then stopped. At 200 ft the sink rate increased therefore the end of the runway became unreachable so we then secured the engine by cutting off all fuel to the engine and ~~execute~~ a crash landing, less than 100 ft from the runway.

~~SECRET~~