

To whom it may concern:

Passengers on board: David Mark Wyant, David Mark Wyant Jr., Abraham Cox

I, Abraham Cox, owner of 1968 Aircraft Cessna 177 30208/713CX Serial #17701121, was on board during the 3/15/2018 EFDT0 accident. Approximately 1700z we arrived at EYW FBO to go on a plane ride down the keys and out west of the Keys around the Marquesas for a couple of hours. Mr Wyant and I both did preflight on exterior and interior of the aircraft. My method of preflight is a little different than directed on the POH. After doing interior preflight, I do my liquids next because it calls for a latter and rags that are unnecessary for the rest of the preflight. So, first we check fuel/sumps and both sides were filled to the top, we then check oil and we had 6.5 quarts and then we checked all remaining sumps and none had any foreign matter in the fuel. From that point we preflight the aircraft from step 2 to the end. The aircraft passed all preflight inspections, mags passed, batteries charging, oil pressure in the green, suction in the green, fuel on both, fuel gauges indicated full, Idol at 7 rpms, pass pass pass.... Approval for takeoff was given, we lined up and accelerated, rotated around 60-65 climbed for 10-15 seconds and approximately $\frac{3}{4}$ down the runway we lost power as if someone pull the throttle slowly. There was no way to put it back down on the runway, we thought to make it to the street adjacent to the airport, hit some power lines and came down fast, like blurry fast. As fast as you can read this is how fast we went up and came down.