

September 4, 2018

To Whom It May Concern:

These are my recollections of the flight of N4059C of September 2, 2018. The preflight inspection was performed by the student, Jim Duncan, who reported no issues with the aircraft and that there were 12.5 gallons of fuel in each wing tank. We had a normal departure and, as per our standard routine on departure, used the right fuel tank as the fuel supply. We conducted air work for about 30 to 40 minutes. We switched fuel tanks to the left while at altitude, outside of the pattern. We returned to the pattern for pattern work. My recollection is that we completed 5 landings, each using full carburetor heat through the approach. The final take off had normal engine response and performance until approximately 300 ft AGL when the power abruptly ceased. I immediately took control and pitched forward and varied the throttle position with no engine response. The propeller continued to windmill. The pitch forward to maintain airspeed left little options for landing. My initial reaction was to turn to land on Highway 119 but it was immediately evident that we were too low to clear the hill so I kept turning. I headed for the clearing where we ended up. After impact the student said and performed "fuel, off; mags, off; master, off". I unbuckled and exited the right side of the aircraft and went around to the left door to help Jim exit. Jim said his back was hurting and I noted that fuel was dripping from the left fuel vent so Jim unbuckled and exited out the right side of the aircraft. When Jim was clear I called 911. I estimate the total hobbs time of 1.1 to 1.2 hours.

Mark Henck