

At about 10:45 AM on Saturday April 25, we flew to East Hampton from Bridgeport. I did a thorough pre-flight and sumped both gas tanks.

There Was 17 gallons in the right and 12 in the left tank. We used the right tank.

It was a very clear VFR day. The flight took about half hour. No issues at all.

We taxied off the runway after landing and tied the plane down, with a tail cover, cowel plugs and pitot tube cover.

We rented a car and departed the airport.

We Returned to the airport after about two hours around 1:15pm.

I review the weather, via garmin pilot app both in Easthampton and Bridgeport, our destination. The weather check clear and good.

We walked to the airplane.

The exterior inspection of the aircraft included:

1. Right wing gas sumped, wing inspection, tie down removed, tire good on Right main struts good
2. Engine Inspection under Right cowling good
3. Prop inspection good, cowl plugs removed, intake clear
4. Engine inspection Left Cowling side nothing noted
5. Fuel sumped lower cowling good

6. Fuel sump right side wing good

7. full wing inspection left side

8. left tie down rope removed

9. Left fuel tank sumped good

10. pitot cover removed

11. left main tire inspected good, strut good

12. antennas secure

13. tail secure, tail cover remove

Nothing unusual was noted on the aircraft exterior inspection.

Gear and bags were placed into baggage area, less than 20 pounds. Baggage door locked.

My passengers and I climbed into the airplane.

I briefed my passengers to secured their seat belts for taxi, takeoff and flight.

I secured my seat belts.

Fuel tank was selected for right side. Approximately 13 gallons.

I checked circuit breakers, brakes, pilot seat secure, All good.

I checked the altimeter setting.

I set my parking brake.

I opened the window and yelled "clear prop".

I turned on the master, fuel pump and the tail beacon.

I moved the mixture to full rich, and started the engine.

Engine idled at 1000 RPM, I turned on radios, taxi light and ADS-B out.

I set my garmin aera 550 and garmin pilot app to Direct KBDR.

I noted oil pressure was in the green, and turned the fuel pump off.

I lowered the mixture for taxi.

I called traffic and ground at 125.225 and declared I was taxiing to runway 28 intersection Delta.

I taxied to runway 28 holding short at Delta intersection and did the run up procedure following our checklist.

Fuel Right tank

Trim Takeoff

Flight controls free and clear

Annunciator lights on. checked good.

Primer in and locked

Mixture full rich

I throttle to 2000 RPM

Left and Right mags checked good

Carb heat checked good.

Vacuum pressure good

Volts and amps good

Fuel and Oil pressures good

Throttle back to idle

Flaps at 0 degrees

Fuel pump on

Mixture checked full rich

Carb heat off

Compass to Heading indicator checked

Doors and window secured

transponder checked on and set to ALT Squawk

Landing light on

Strobes on with ABDs-B out check on

Time April 25th 1:35pm

Brakes were off

Declared to traffic that I was taking runway 28 for a straight out departure

taxi to 28 runway turned facing west on the numbers

Takeoff on the roll declared to traffic

oil pressure noted good engine alive

As we climbed out straight, I noticed a Vibration and Diminished power with full throttle. I was able to get to about 400 or 500

feet. I declared to traffic I was turning back because of engine trouble. The engine was sputtering. I informed my passengers.

I was able to make the 180 degree turn to the right and was now right downwind for 28. At or about 300 - 400ft.,

Power diminishing, Throttle full, mixture full rich.

As we proceeded downwind. The engine continued to sputtered and I believe quit, with a total loss of power.

I proceeded to nose down to runway 10, right turn, maintaining aircraft control. I retarded the throttle to idle position, 73 MPH (best glide speed). I checked that Fuel pump, master and mags were on.

I slightly overshot Rwy 10. I was able to bank back to to the left and aligned for a straight landing on runway 10. I landed about 3/4 of the way down the runway.

Once on the ground and rolling out, I declared to my Passengers to Brace for impact due, to a deer fence at the end of the runway.

I aimed the plane's nose at the widest part of the wire between the posts. I was concerned about hitting the fuel tanks with the posts.

We went through the fence. We crossed the road and ended up in a field across the street, At rest.

I secured the airplane Mags, Fuel pump and Master off. I removed the keys from starter.

I asked my two passengers to disembark immediately. And we were all able to get out of the plane, we were physically fine and there were no injuries To anyone.

I disembarked from the aircraft. I returned to aircraft to shut fuel selector off.

Police and fire showed up about 5 to 10 minutes after the incident. I gave my report to the police detective and have a case number.