



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 8/7/2020

Person Contacted: CODY JON ANDERSON (Flight Instructor)

NTSB Accident Number: ERA20LA277

Narrative:

The following record is a summary of a conversation of what Mr. Anderson reported regarding the airplane accident with N7213W.

- The purpose of the flight was instructional. The student pilot had about 50 to 55 hours and wanted to complete a refresher flight in preparation for a private pilot checkride.
- The student pilot owned the airplane. The flight instructor reported he was very familiar with airplane and had at least 50 hours in this particular airplane.
- They departed around 12:00PM local, with full fuel.
- They completed a variety of maneuvers and basic navigation.
- Subsequently during the flight, the flight instructor had the student perform slower than normal cruise flight. The student pilot had reduced the power to about 2300 RPMs, and slowed down to about 90 to 100 mph, and they maneuvered for a short period of time. The carburetor heat was ON during this slower than normal maneuvering. The altitude was about 3000 ft MSL (about 2,000 ft AGL).
- The flight instructor asked to student pilot resume normal power and cruise flight, and when the student attempted to increase power the engine "did not respond." The engine was not producing enough power to maintain altitude. The engine was "running perfectly", but it would not increase power beyond a power setting near idle. The engine gauges were all in the green. The engine was running smooth. There was no vibration or continuous popping.
- The student pilot did hear a subtle "pop noise" when he pushed the throttle in to accelerate, however the throttle lever did not feel abnormal. The instructor did not hear this noise.
- The student pilot moved the power lever back and forth, but the engine power did not change.
- The flight instructor immediately took over the flight controls and started troubleshooting the engine issue. He "checked everything."
- They turned carburetor heat on and off, switched fuel tanks, turned the fuel pump on, adjusted the mixture and power settings, and even tried the primer. The engine continued run "perfectly" but would not increase power from about idle.
- He reported that "nothing changed the tone of the engine."
- The flight instructor reported that he identified an open field and prepared for the forced landing. During the skidding through the field after touchdown, the airplane's gear collapsed, and the airplane



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came to rest. He reported he hit his head on the windscreen, however, he and the student pilot were not seriously injured.