

08/24/2021

At 6:30 PM (EST) I Preflighted the aircraft, checking flight controls, tires, fuel and oil. All inspection were good. We boarded the aircraft and I performed pretakeoff check list (CIGAR). We departed the field to the south at 6:45 PM. We went sight-seeing at a lake to the south and then went to K62 and did two touch and go's. At approximately 7:10 PM we started back on a NW heading back to our original departure location. At this point, in level flight, I observed fuel in both fuel tank site tubes. My estimate was that there was over an hour of fuel reserves. This matched up with my departure calculation and expected fuel burn. The ten-minute flight back was uneventful, with no engine abnormalities. The planned landing was a field on 030 heading. We turned base to final at 300ft AGL. It was then that I made the decision to instead land on the field to the south, the one we originally departed from. I applied full power and was climbing to set up for left downwind for the south bound landing. We were about to cross mid field when the engine completely stopped. I immediately lowered the nose and banked left to attempt a landing on the remaining field. I determined I could not land on the remaining field and may strike the building. I then continued the left bank, putting the aircraft down abruptly to the left of the building. The right tire struck first, hitting the high ground, at some point the aircraft spun backward, then to stopped about 80 feet from impact. Once stopped, I observed fuel leaking from the left fuel tank. My first instinct was to get my daughter clear of the plane in case of fire. I then shut down all electric, unbuckled and the exited the right side as well. 911 was called by my wife immediately upon impact, at exactly 7:25, 45-minutes after our departure. In order to prevent a hazard in the roadway and to preserve the aircraft, I moved it from the crash site to a nearby building.

Dave Talbert