

**2.16.5 Safety Report Form, Page 1**

The single aim of the information reported on this form is to improve safety. You are not obliged to give your identity and position in the organisation. However, should you wish to do so, they will not be disclosed without your approval.

|                                  |                                              |                                                                                                                                                                     |
|----------------------------------|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Date:</b><br>8 / 30 / 21      | <b>Location:</b>                             | <b>Type of operation:</b><br><input type="checkbox"/> Maintenance <input type="checkbox"/> Ground<br><input type="checkbox"/> Flight <input type="checkbox"/> Other |
| <b>Aircraft (if applicable):</b> | <b>Documentation (PMV, work card, etc.):</b> | <b>Tools:</b>                                                                                                                                                       |

**Description of the event:** Explain how the event occurred, why it occurred and why it did not result in an accident (if applicable). Who, What, When, Where, Why?

We were scheduled in N864LM to fly from 8 to 12 p.m. on 30<sup>th</sup>. We did the preflight around 7:30 and took off by 7:45. I was the PIC, Nazareth was the co-pilot. We departed towards south west <sup>to go to Manabo Island</sup> and first were in contact with Orlando approach. We were climbing to 7500, everything in the aircraft was fine, the run-up <sup>had been perfect</sup>. We leveled off at 7500'. Then we were switched to miami centre freq. (132.25). I always lean the mixture a bit after climbing to such high altitude. I did the same today. At cruising RPM of 2300, I very slowly started leaning the mixture. The mixture was ~~not even~~ less than 1/4<sup>th</sup> lean, when the RPM just dropped below 1000. I immediately put mixture back to ~~rich~~ <sup>rich</sup> and applied full throttle, but RPM stayed same. We started losing altitude very rapidly, in couple of seconds. We had very strong tail winds at that heading. I tried checking the engine again, but it didn't turn on. My side of PTT was not transmitting clearly, so Nazareth was talking, ~~he~~ handling the comms. We declared emergency, squawked 7700, put 121.5. We followed the procedure. ~~to~~ I started pitching for 73, but in couple of seconds we had lost quite a lot of altitude. Centre told us ~~to~~ to give our position, at that time we were abt 16 NM south west of KMLB. They told us to turn to Hdg 110, to try to reach Valkeia. We turned there, but, we ~~we~~ were abt 15-18 NM from Valkeia and altitude was 2800' and dropping. We knew we won't be able to make it there, but landing in front of us at that heading was also not safe, because there were swamps in front of us.