

To whom it may concern,

Hariharan Gopalan and myself were conducting a checkride preparation training flight in his 1946 Taylorcraft N44374. During the preflight, I observed Hariharan check the oil, fuel, and sump the tanks. We departed Sanford TTA to the northwest practice area, then after about 40-50 minutes of flight time and completing maneuvers, we started back to the TTA airport. We were in cruise flight at 2000' MSL for a few minutes and the engine suddenly, with no warning, stopped producing power. Hariharan immediately went through the checklist items as I started looking for a suitable landing spot. The engine did not respond to any of the things he tried. He then turned the airplane towards a field we agreed upon, and I also tried mags, carb heat, primer, and various throttle settings to no avail. As the owner of the aircraft, Hariharan elected to remain in control of the aircraft while I guided him to the field. We cleared the trees, and touched down normally in a wheat field. Hitting the wheat caused a sudden deceleration, and after a short ground roll we caught a rut which caused the plane to flip on its back. Once the plane came to a stop, we asked one another if there were any injuries, we both were unharmed. We then unbuckled our seatbelts and egressed from the plane. I then noticed the main tank was leaking fuel, so I then located a toolkit and disconnected both battery terminals. One thing we did not do was declare an emergency on 121.5 as all of our time was used to troubleshoot and make our intended landing spot. We then got in contact with a Chatham County Sherriff Deputy, who also brought Emergency Management onsite. We received contact info of the land owner from their brother who also came onsite. Then once we made it back to TTA, we contacted the NTSB and the Greensboro FSDO.

Andy Haupricht

