

Statement in regards to incident on 06/22/22 involving N1927A.

After completing the preflight, I started the airplane and taxied for runway 29. Performed run-up, all checks normal. Departed KVSF on runway 29. Climbed overhead the airfield and orbited while temperatures increased to standard operating levels. I then preceded East departing the airport environment.

Once reaching the Connecticut River I preceded South. Approximately abeam downtown Charlestown New Hampshire, there was a very large "bang" from the engine compartment. Quickly followed by a massive reduction in power and accompanied by vibrations.

I switched fuel tanks, verified mixture was rich, verified magnetos were on both, and pulled carburetor heat on. There was no change. The power output at the time was insufficient for maintaining level flight.

I planned an approach over the river to avoid downtown Charlestown and make an emergency landing in a farm field. The field was located in the proximity of the Charlestown sewage treatment plant. While turning "final" on approach to the selected field for landing I struck unseen, unmarked power lines.

This caused the aircraft to severely change course and direction resulting in a sudden stop in the Connecticut River. I was able to self-extricate from the aircraft prior to it fully submerging in water. Following the exit from the aircraft I was able to swim to shore and receive medical attention.

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