



Lynn Spencer
Air Safety Investigator
Aviation Safety - Eastern Region (AS-ERA)

Date: July 7, 2023
Subject: ERA23LA288 Interview with Pilot
Contact: Mr. Shane Koehn

The following is a record of conversation with Mr. Shane Koehn. Mr. Koehn was called on July 7, 2023, at 1125 EDT. He was called at [REDACTED] and provided an e-mail address of [REDACTED].

Mr. Koehn stated that the airplane was still in the pine trees, and that his son took photos but has not touched anything. He stated that the airplane was not insured and is on private land and will likely have to come out in pieces. It was equipped with a Lycoming O-540 engine.

Mr. Koehn stated that he had flown the airplane a few times and had done several taxi tests. It had been sitting for several years when he purchased it about two years ago. He was the third owner of the airplane. He had helped the second owner recover the wings years ago, and when he went into the hangar to clean it out, he saw the airplane there. He called the owner who told him that the airplane had not flown in several years, and he ultimately purchased the airplane from the second owner.

After he purchased it, he completely went through it: new tires, major clean of the fuel system, replacement of bungees, cleaned and timed magnetos; borescoped the engine, changed the oil, did a filter analysis, etc. He stated that it ran, but "not great," so he cleaned the fuel system again, replaced spark plugs, at which time he re-tested the engine and found it to perform according to specifications. He ground ran it regularly for the last several months. The tachometer was originally not working, but he believed that he ran the engine for about 3-4 hours before he ever taxied the airplane. Everything seemed flawless, so he decided to fly it on July 4.

On July 4, he took the airplane up to altitude and did some stalls, slow flight, steep turns etc and recorded the stall speeds so he would know how to fly it relative to the airspeed indicator. On the next flight, he completed an engine run-up and then departed on runway 06. He climbed to about 1,000 ft and did one trip around the traffic pattern. When he landed, he checked the fuel and determined that he had enough fuel (nearly $\frac{1}{2}$ main tank, top tank full less the run-up and taxi) to go around the pattern and fly the airplane in ground effect to further assess handling characteristics. He departed again and went around the pattern, and everything was fine. He pulled the power back to 1,700 rpm, applied carburetor heat, and flew down runway 06 in ground effect to feel the airplane and check speeds. He was nearly all the way down the runway, flying about 115 mph with about 500 ft of runway remaining, when he applied power and went to put carburetor heat in; however, he could not push it in. There was a ditch and then large chain link fence at the edge of the airport property, and he was about 200 ft agl, so he began a "real easy turn left" while at 90 mph. He still was making some power, and while unable to continue much of a climb, was able to maintain altitude sufficient to maneuver and he figured he would just slowly maneuver around to land on runway 24. He stated that "his turn radius was intentionally large due to the gentle bank/low airspeed, and then the engine began to lose power and the airplane's sink rate increased. He leaned the mixture and changed tanks; however, he could not restore engine power. He saw that he was not going to make the airport due to the large pine trees directly in the glidepath, and there was a field to his right but there was a house there and he did not want to risk hitting the house. There was a small patch of young pine trees to his right; so he closed the fuel, put the nose down and cleared the tall trees and allowed the airplane to fully stall just before he impacted the younger pine trees. full-stalled it as he hit the younger pine trees.

He stated that he really wants to learn from this experience.

The call ended at 1155 EDT.

The digest was e-mailed to him for review on July 6, 2023. He replied on July 6, 2023 at 1453 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on July 6, 2023.