

Marschall Written Statement of Events on August 19, 2023, Regarding N7463W

We had started the day by flying from KFWN to KBID. Before departing KFWN, I topped off on fuel and oil. Before takeoff, I conducted a normal run-up operation; all gauges were in the green. Once we departed from KFWN, we climbed to 5500 feet and cruised at this altitude until we made our VFR approach into KBID. After a few hours at KBID, we departed and flew to KMVT. Before departure, I did a pre-flight walk-around, checking the airplane to ensure nothing had been damaged en route from KFWN to KBID. I ensured that we were within the weight and balance limits after fueling up at KBID, and we were.

My preflight procedure was done per usual using the checklist for the airplane. Before takeoff, I conducted another normal run-up. We cruised at 5500 feet for the short duration of the flight to KMVT, making another VFR approach. After making contact and listening to tower's directions, we taxied and parked at the ramp of the general aviation FBO. We spent a couple of hours in Martha's Vineyard before returning to the airport to get ready to depart. When we returned to the FBO, I paid for 10 gallons of fuel and requested it to be pumped by the truck, 5 gallons per tank. From there, I did another walk-around pre-flight check to ensure all systems were still normal. Then, we loaded into the plane and taxied to the end of the runway, where I conducted another run-up check. Once again, all gauges were in the green.

From there, we departed KMVT at approximately 5:15 PM and turned to get on course heading. We climbed to approximately 6500 feet; however, there was a layer of scattered clouds at this altitude, so we descended to 4500 feet for cruising altitude. We were flying into a quartering headwind, so our airspeed wasn't as fast as during normal operations. We were roughly 30 minutes into our flight from KMVT to KFWN when I noticed that the oil pressure had dropped to 0. I continued to monitor all other gauges, ensuring they were still all in the green. They were. However, I decided I should get to a nearby airport to see what the issue was before anything bad happened. At this time, I saw the oil temperature start to rise along with an audible change in RPM. Even though I didn't make any input adjustments to the throttle, seconds after, a loud bang went off, and the windshield was covered in oil, and the engine was

smoking. From there, I had my passenger read the tower radio frequency for KGON, where I declared an emergency with a "Mayday, Mayday, Mayday." I told the tower that we had lost our engine and were going through emergency procedures.

The tower instructed us that all runways at KGON were open and free to land; however, we were nine nautical miles away and were not going to make it. From there, I chose the best field option to put the aircraft down into. I leaned the mixture to full lean, held the throttle all the way back to idle, and turned off the magnetos. I entered the field as if it were a traffic pattern, entering the crosswind leg, doing my best to maintain proper airspeed and lose altitude. I made a downwind turn and a base turn, dropped full flaps on final, flared and used ground effect to help with the remaining airspeed. From there, I landed, touching the rear wheels first, then the nose wheel. Once all the gear was on the ground, I began to apply full brakes. As we were rolling, we hit what seemed like a large bump in the field before getting airborne again, causing the right wing to hit the ground and spin the aircraft 180 degrees. Once the airplane came to a stop, we evaluated the circumstances and departed the aircraft. As usual, we headed out from the door and moved to the rear of the aircraft and linked up with the fire department and the police department once they arrived on the scene.