

Continuation of NTSB Form 6120.1

Narrative History of Flight (from the perspective of Charles O'Brien)

I departed runway 29 at 2W6 with Tony Capozzi, DPE, for my Airplane Single Engine Sea add-on check ride at approximately 1720 Eastern on 24 August 2023 with at least 35 gallons of fuel (as measured by dipstick during pre-flight inspection). Takeoff was normal and we left the pattern to the southwest (1). I leveled at 800 feet to transit to Breton Bay / Leonardtown for initial observation of wind conditions (2). Based on the southerly winds, I decided to proceed towards the head of Saint Clements Bay to conduct various water operations for the check ride. After arriving at Saint Clements Bay, I flew from south to north along the eastern shore of the bay to conduct aerial reconnaissance and select my landing location (3). With my target landing location determined, I made a right-hand 180 degree turn to proceed south and setup to enter a left downwind for landing (4). I made another right-hand 180 degree turn at 800 feet to enter the left downwind (5). On downwind, I began pre-landing configuration changes and checks, including reducing throttle to 20". During configuration checks, I verified the fuel shutoff was in the full downward position and the fuel selector was positioned to "both." I do not fully recall how far I got through configuration checks/changes before I noticed an audible reduction in noise. After hearing the change in sound, I noticed the prop RPM was below 2200. I tried to adjust prop RPM for a response, however there was no change. At this point the check ride needed to be discontinued due to the in-flight mechanical emergency. I verbally stated that "I've lost power" and Tony confirmed by verified by pushing mixture, propeller, and throttle fully in with no response to engine power (6). As a rapid troubleshooting step, I attempted to select individual fuel tanks at some point during this process. I requested help from Tony (which we discussed during our pre-flight brief should an actual in-flight emergency occur) and transferred controls to him. Tony conducted a forced landing on a nearby cornfield. The time from initial identification of a problem until the forced landing was exceptionally brief – I estimate 20 to 30 seconds.

