

Written Statement of Events 3/30/24 as PASSENGER of N7538P

1B9-KOQU

The engine did not start immediately but subsequently started and sounded normal. Flight south towards Quonset was routine without any difficulty, remaining outside (below) PVD Class C. Pilot contacted Quonset tower at 10 miles and was told to proceed to runway 23 and report a 2-mile final. At 2 miles Quonset tower granted clearance to land 23 which was acknowledged. A slightly low approach was discussed by pilot and passenger and pilot proceeded to add power to adjust altitude. Pilot immediately reported no response from the engine. Pilot proceeded through emergency loss of power checklist stating, "best glide" while notifying Quonset Tower of "Mayday, Mayday, loss of power". Tower responded with "what is your intention?" Pilot attempted to restart engine without success. Passenger unlatched door and held open. Plane impacted water and pitched down with water splash up windshield and immediately took on water through the open door.

Removing seatbelts both passenger and pilot exited plane without difficulty. Passenger stood on the right wing. Pilot initially jumped in the water but returned to the left wing. Pilot called 911 reporting the crash short of runway 23 at Quonset requesting emergency vehicles to the end of Runway 23. The plane steadily pitched forward with tail extended. Pilot and passenger remained with the plane until fully submerged vertically. Both pilot and passenger swam towards land until picked up by police boat.

4/4/24

Paul R. Larson