

On Friday, October 11th, 2024, at 5 p.m. EST, I went to KLOU to meet CFI Evan Peele for a flight in N5006W. My experience is primarily in Cessna Skyhawk 172s, and the goal was to complete a few flights in the Cherokee with Evan to familiarize myself with the aircraft.

I took the binder out to the plane while it was still in the hangar and completed the walkaround by checking the oil, inspecting the flight surfaces, and ensuring the control surfaces were free and clear. I wasn't able to sump the tanks or check the lights because I couldn't get the door open. Once the plane was pulled out of the hangar, Evan came out and opened the door. I got in, turned on the lights for him to check, and then he sumped the tanks while I started organizing my things.

Once we were both settled in the plane, I worked through the interior, start, and pre-taxi checklists, including obtaining the ATIS and setting the altimeter. I called the tower and received clearance to taxi to runway 24 for departure to the northeast. I taxied to the run-up area and completed the run-up checklist with no concerns. Afterward, I taxied to the hold short line of runway 24 and was cleared for takeoff, with a right turnout for departure to the northeast. I executed a normal takeoff from runway 24, turning right at around 800-900 feet MSL, heading northeast. I flew toward the east end bridge (I-265) at 1,700 feet MSL.

Once we cleared Class C airspace, I climbed to 3,500 feet MSL while proceeding to the practice area. Once there, I performed a couple of clearing turns, first to the left, then to the right. I turned to a heading of 360, and with Evan's guidance, I entered slow flight and completed a power-off stall. After that, I turned to a heading of 180 and performed a power-on stall before we began heading back toward KLOU around 6 p.m. EST. I listened to the ATIS about 23 miles out and then called the tower just before reaching 12 Mile Island to notify them of our return. The tower instructed us to overfly the Ford truck plant and make a straight-in approach for runway 24. I turned south toward the Ford plant and, once overhead, banked right to line up for runway 24, maintaining 1,700 feet MSL to stay below Class C airspace.

A couple of miles before reaching Oxmoor Mall, I began preparing for landing by reducing power and airspeed. I had been maintaining the glide slope using the PAPI for several miles, and once the airspeed dropped below 100 knots, I added the first notch of flaps. Shortly after, Evan asked me to switch fuel tanks. I turned on the fuel pump, confirmed the fuel pressure was in the green, then pulled the fuel selector knob toward me as instructed (it had been facing the front of the plane). The fuel pressure remained in the green, and I turned off the fuel pump as Evan directed. I continued flying and added the second notch of flaps as my

airspeed approached 85 knots. At approximately 1,000-1,100 feet MSL, over Oxmoor Mall, I noticed the plane losing power.

Initially, I thought Evan had pulled the power for a simulated emergency, but the throttle hadn't moved, and Evan didn't show any indication that he was testing me. I pushed the throttle forward, causing the RPM to rise slightly before dropping again. I said to Evan, "I have no throttle," while quickly verifying that the mixture and throttle were set correctly. Evan took the controls and declared "Mayday" to the tower, which cleared us to land on runway 24. I asked if he wanted me to switch the fuel tank back, but I don't recall getting a response. I started to go through the checklist when Evan suddenly said, "Hang on!" and banked left.

I tightened my shoulder harness and braced myself. The next thing I knew, we were on Breckenridge Lane. Evan was on the ground to my right, and my left leg was pinned by the left panel. We were southeast facing in the right side/southeast bound section of Breckenridge just southeast of the intersection of Kresge way, in front of Baptist Hospital. The right wing and nose were touching the ground. There was a car ahead approximately three car lengths and in the left hand lane, with some damage to the front of the roof and windshield.