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Office of Aviation Safety - Eastern Region

Date: August 14, 2025

Subject: ERA25LA299, Record of Conversation/Interview

Contact: [REDACTED]

Mr. Jared Newberry was contacted by the Federal Aviation Administration (FAA) Eastern Regional Operations Center on August 13, 2025, 0007 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED]. Also present on the phone call was FAA Front Line Manager Benjamin Mayberry, of the Louisville, Kentucky Flight Standards District Office.

[REDACTED] was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

[REDACTED] indicated that he was in cruise flight between 2,300 and 2,400 ft mean sea level, with a slight tailwind of about 4 knots, and a groundspeed of 90 knots. At 1858, the engine went to idle rpm. He checked both magnetos and tried to restart the engine but it was only running at 1,000 rpm. At that time he had an estimated 9.5 gallons of fuel in each wing fuel tank. He added that he was on a 100-mile cross country flight from Madison Municipal Airport (IMS), Madison, Indiana, to Owensboro/Daviess County Regional Airport (OWB), Owensboro, Kentucky. With the engine only developing idle power he pitched for best glide airspeed, and spotted a field for a forced landing. Following the event, the airplane was moved to a gravel driveway on the back side of the field where he landed¹.

¹ According to AMF personnel, the airplane was located at 37.6432465° North latitude and -086.6779266° West longitude. Using Google Earth, that location was about 24 nautical miles and 104° from the center of OWB.

He was asked the following questions -

When the engine lost power did you apply carburetor heat?

I did, but there was no change in engine rpm.

Did you leave carburetor heat applied?

I did leave it on.

Who is the airplane owner?

The airplane is owned by himself and his brother.

Is the airplane insured?

Yes.

When you departed IMS were the fuel tanks full?

He added a total of 18.0 gallons of 100 low lead fuel on the evening of August 10th, at IMS, which filled each tank to the "tabs".

Describe in detail the power loss?

He was cruising with the engine at 2,200 rpm and the fuel to air ratio leaned. The engine rpm suddenly went from 2,200 to 1,800 rpm, rapidly increased to 2,200 rpm and remained at that value for about 3 seconds, then decreased to 1,000 rpm where it remained for 3 seconds, then went to idle rpm of 800. There was no loud "pop" sound and the engine stayed at idle rpm with no vibration for the continuation of the flight.

How did the throttle control feel?

He wasn't getting any change with throttle control input.

Was there any major recent engine work performed?

No sir. The airplane's last annual inspection was performed in November 2024.

Was the airplane equipped with an engine monitor?

No.

Were you wearing a seatbelt and shoulder harness for landing?

Yes.

Did the emergency locator transmitter activate?

It appeared so.

NTSB Questions Continued -

If you had a say, where will the airplane be taken to?
Wendell H Ford Airport (CPF), Hazard, Kentucky.

The call ended at 0027 EDT.

The digest was e-mailed to him for review on August 14, 2025. He replied on August 15, 2025 at 1106 EDT with comments that were incorporated into the narrative. The amended digest was e-mailed to him for final review on August 15, 2025. He replied the same day at 1312 with, "Looks correct sir, but the annual was completed in November 2024 not Oct. Everything else is in order." The digest was corrected, and the final digest was e-mailed to him and the NTSB investigator in charge on August 15, 2025.