

At about 6pm, I started preflighting the airplane, everything was good, The fuel tanks were topped off, 6 quarts oil in the engine, lights , tires and flight controls were all in good conditions. About 6:50pm my instructor Carlo and me pushed the airplane out of parking, started engine, got taxi clearance and taxied to runway 31R run up area. The run up and before taking off checklist were all fine. Then I switched to tower and was cleared to take off. After took off, entered in traffic pattern and started climb, finished climb checklist, adjusted power to 25"/2500 RPM, talked to Norcal with flight following. When we flew over Hollister, we reached cruise altitude 7500ft, leveled off and finished cruise checklist.

After passed Hollister we flew direct SNS VOR, and King city, in the meantime we switched fuel tank twice. About 30 miles out of Paso Robles, we started descent and reached 2000ft when we were about 10 miles to the airport. We checked the ASOS weather then switched to CTAF frequency, then I made the announcement saying we were going to land on runway 13, stop and go. Nobody was in the traffic pattern at that time. We finished before landing GUMPS checklist, turn on fuel pump and landing light, and made a smooth land on runway 13. After almost a full stop, my instructor told me to put full power and I retracted the flaps to 25, I applied full power and the airplane started to roll, then I checked oil pressure and temperature, all in green range. Soon we reached 65 mph the rotation speed, I pulled up the yoke and the airplane lifted off. One minute later just after I retracted the landing gears, the engine made some very strong noise and airplane started to shake, I told to the instructor that something was wrong. He said he agreed and we need to return to the airport to check the engine, then he took the controls and made a right turn, tried to make runway 01. At that time, the airplane had no enough power to climb, it stopped climb at about 300ft AGL. A few seconds later, the engine stopped completely, we can see the propeller blades stopped in the air. The instructor managed to avoid the trees and buildings on the ground, and flew the non-powered airplane to a dark area on ground. It took maybe one minute the airplane touched down, it bounced on the first impact, then came to a full stop. We checked each other and found we were not injured, then we switched off everything and got out the airplane. Next things I remembered was 911 police and fire trucks arrived in 15 minutes.