

20 Sep 2018
Elisa Warren
[REDACTED]

M20J N66201 PHJR

I arrived to Aviation Academy at 1315 to check maintenance records, weather, write up a weight and balance and inspect the book for the Mooney. Everything checked out.

Around 1345 Michelangelo and I walked out to the plane to check on the status of the battery. I attempted to start it with no luck. Michelangelo called Kel and they discussed remedies. It was decided the battery would be changed. Carl came to the plane and changed the battery. I attempted to start it again, but still no luck. Michelangelo hopped in and started it up. He ran the plane to charge the battery for a few minutes. He then shut it down and I started and completed the preflight checklist.

I started the plane and went through the run-up checklist with no issues, changing the fuel tank from the right to the left to make sure we could use both tanks. I completed the before takeoff checklist. We were cleared to take off 4R and headed out on the Redhill 2 departure to the north practice area.

In that area I practiced several commercial maneuvers. Before heading to the south practice area, I switched the fuel tanks to the right. I practiced a couple more commercial maneuvers before getting the wx for PHJR. After contact with PHJR tower we flew direct base for 22L and I completed the before landing checklist and GUMPS. I did several touch and go landings and upon the last one lost engine power. Michelangelo took over the controls when he realized what was happening. He instructed me to change the fuel tanks and he went through his process of attempting to power up or deciding to land. We landed with gear up and slid down the runway approximately 500 feet and sustained no injuries. The ARFF came out about ten minutes after we came to a halt and met us as we stood outside of the aircraft waiting for the responders and any further directions.