

David Cyr

03-03-2022

Nelson L. Sanches
Aviation Safety Inspector
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Nelson:

This letter serves to convey a brief overview of the flight in N8814X on 03-02-2022 that led to an emergency landing in the Mecca, CA area.

After a normal preflight inspection and runup at KTRM I departed Runway 12 at 0755 PST. I performed a straight out departure with the fuel selector in the both position and leveled off at 400 feet AGL. I reduce power to 20 inches manifold pressure and 2300 rpm's. I leaned the mixture out to an indicated 10.5 gallons per hour. I flew about 4 more miles and selected the right tank with the fuel selector valve. I then intercepted the survey base starting point about 8 miles from KTRM at 400 feet AGL on a 90 degree heading. Approximately 5 miles later I suffered a power loss of approximately 60 percent while beginning to lose airspeed and some altitude. I started a right turn to head back to KTRM and started troubleshooting. Applied mixture full rich, prop max rpm, carb heat and mag check. At that point I lost all power and abandoned further troubleshooting because my full attention was devoted to picking out a landing spot and maintaining a safe speed and glidepath to that spot. This all happened very quickly at approximately 300 feet AGL. I brought in 3 notches of flaps during the flare and touch down is a three point attitude in a dry, freshly plowed farm field. On the rollout of about 200 feet the tail started coming up due to the soft dirt. The tail continued to rise until the airplane was almost completely stopped then proceeded to flip over on its back.

DAVID CYR
[REDACTED]

Sincerely,



David Cyr