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Senior Aviation Accident Investigator
WPR-Air Safety

Date: August 24, 2022

Subject: WPR22LA314

Contact: Brian Singer

The following information was provided by FAA Inspector Kenneth J. Greenwell, after interviewing the pilot, Brian Singer.

"Brian Singer indicated he had just taken the aircraft on a trip to Mexico. They were returning last week and were in Mesquite, NV when they felt a pop from the engine. While in Mesquite Brian cleaned the right mag points and checked/cleaned the plugs. It appeared the issue was rectified. Upon returning to Caldwell where the aircraft is hangar'd the aircraft owner flew the aircraft from Caldwell to Parma, to further investigate the issue which persisted. Brian Singer and Bob Hinkle cleaned up the left mag, checked the timing, removed the left mag spark plugs and cleaned them. Performed an engine run and could not get the issue to duplicate. They decided to take the aircraft on test flight due to the intermittent nature of the issue. Brian indicated that they were at approximately 1500 feet AGL when the aircraft engine made a rapid vibration noise, then a loud bang, proceeded by the propeller immediately stopping. Brian indicated that just prior to this and also during the engine run the engine exhaust EGT's, oil temperatures and pressure were all within the green.

Once the engine stopped they immediately began searching for an appropriate place to land the aircraft. They chose a recently harvested field, although small it appeared to be the safest place to land rather than US 95 due to truck traffic. Adjoining fields were hop fields and had large wooden and wire structures, they were not a safe place to attempt an emergency landing. They were coming in from the northwest, they performed a 90° turn to the east to allow more room to shed altitude. The flaps and landing gear were lowered and they were attempting to land in the field in an easterly

direction towards US 95. It became apparent they were not going to touchdown a safe distance before running over a ditch and US 95. They attempted a turn to the north to attempt a landing oriented along the rows of the plowed field. at approximately 5 feet AGL the aircraft stall horn began sounding they continued to attempt the turn and appeared to have stalled. The left wing struck the ground first and the aircraft came to rest approximately 230 feet from the initial point of impact. The aircraft engine had broken loose from its mounts and was resting inverted compared to the rest of the aircraft which was upright."