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Date: September 8, 2023
Subject: WPR23LA134, Memorandum for Record
Contact: David N. Cane, Pilot

The following is a synopsis of the information provided by Mr. Cane in several e-mail correspondence.

During the accident take-off, he set the propeller full in and the mixture was full in. He then gradually added power to full. He didn't pull the power back until they were on the downwind leg and then pulled it back to about 18 inches and a few seconds later made a bank for left base. On final approach to land, he pulled the power back to a whisper and then added full flaps and landed. The airplane then came to a full stop. He adjusted the flaps to 10% and then added full power. At about 100 feet up, he put the flaps to 0 and about 5 or 10 seconds later, the airplane lost thrust. He never touched the propeller the whole time. The propeller and fuel mixture were set at full and were not adjusted during the accident sequence.

After the accident, he then de-fueled about 40 - 45 gallons from the airplane.