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Western Pacific Region

Date: January 18, 2024
Subject: WPR24LA070 / Phone conversation
Contact: Ken Edmondson / Pilot N6126U

The following is a synopsis of the information provided by Ken Edmondson in a phone conversation.

On the day of the accident flight, he conducted a preflight inspection of the airplane and everything appeared to be normal with the engine and airframe. He checked the oil, and it was within the operating range. He then started the engine and taxied out to our runway. He applied power to the engine, checked all the airplane gauges, conducted a pre-takeoff run up and cycled the prop which functioned normally. To avoid excessive forces, he slowly added power as the airplane started the takeoff roll. Everything seemed normal until the airplane became airborne. It was too late to abort. The engine had a partial loss of engine power and was unresponsive, despite various power lever inputs. The airplane's engine would not respond. Due to the low altitude of the airplane and his focus on the ongoing loss of engine power, he did not recall the engine power settings. The airplane was low and slow, and he was trying to identify an off-airport landing location. The airplane was too low to ground make an attempt to turn around and land at the air strip. He maneuvered the airplane to the east and tried to make a clearing past some trees but could not make it. The airplane started to stall and started to shutter, he lowered the nose of the airplane and flew as slow as possible. The airplane's engine would just not produce power no matter how far forward he pushed up the power lever forward. The airplane then impacted terrain, he exited the airplane and moved the fuel shut off to the off position as the motor was still running.