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Date: 01/18/2024 1pm

Subject: WPR24LA070 / Phone conversation

Contact: Jason Alves and Michael Gaeta FAA / Pilot interview and oversight

N6126U

Pilot departed South on a private runway and made slight left turn towards the SE. At 200 ft the engine lost power and the power lever was unresponsive. There were no other indications, ITT, oil pressure and indicator lights were all normal. The pilot maneuvered to avoid a couple of houses and landed about 300 yards beyond them with a ground scar of about 80 feet through a grove of small agricultural trees in an orchard of soft dirt.

FAA was able to get one side of the cowl open. Engine was perfectly clean with no oil drips, everything looked tight, and nothing was out of the ordinary. All 250 gallons of fuel had leaked out. A large quantity of fuel-soaked soil was on the ground under the airplane. Both tanks had been breached. The FAA went back to fuel farm and did a white bucket fuel test. The fuel was a normal color with no contaminants.

FAA had high pressure pump filter and last chance filter removed by operator. Both contained fuel and were clean. The propeller was bent and damaged, however the fuel shut off had to be turned off as engine was still running after crash because of free-turbine turboshaft.

The FAA also provided oversight during aircraft recovery, removal and crating of the engine for shipping to Canada.