



Albert Nixon
Air Safety Investigator (Senior)
AS-WPR

Date: May 16, 2024

Subject: WPR25LA154, Pilot Statement

Contact: [REDACTED], pilot/owner

During takeoff, the engine lost power and the pilot made a forced landing in a field. The airplane sustained damage to the tail. The pilot said he was in the pattern about 30-40 minutes and had accomplished several takeoffs. He took off with 20 gallons and was in the "both" position the entire flight. During the loss of power, he checked the engine controls were full forward and then looked for a place to land. During takeoff, he was accomplishing a short field takeoff with 10 degrees of flaps set.

Tealeye Cornejo
Air Safety Investigator (Field)
AS-WPR

Date: February 3, 2026
Subject: WPR24LA154, Interview
Contact: [REDACTED], Pilot/Owner

According to the pilot/owner, he performed a couple of full stop landings and then some touch-and-go takeoffs and landings. He recalled flying for about 1-1/2 hours. Before the accident takeoff, he had completed a full stop landing and was taxiing back to his hangar. After checking his time, he decided that there was enough time for one more flight around the pattern. He taxied back to the run-up area, performed a run-up, which included checking the magnetos and activating the carburetor heat, both produced a drop in rpms as expected. Oil pressure was good and when the airplane reached rotation speed everything was normal and then the power "went away." There was no sputtering or backfiring, the engine power just quit.

He further reported that the annual inspection had been completed about 10 flight hours before the accident without incident.