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All persons listed were interviewed by NTSB personnel:

The following is a summary of conversation:



The pilot stated that he and his spouse planned to land in Columbia, California. They departed Lodi at 1440 with full fuel in both wing tanks and 6.5 quarts of oil. After departure, he continued east to Columbia and entered the downwind leg of the traffic pattern at a 45° angle for Runway 17. On final approach, he noted that the airplane was high and entered a forward slip to lose altitude. As the airplane remained airborne over the runway, he determined there was not enough available distance to land safely and initiated a go-around. He pushed the throttle full forward to increase engine power and turned off the carb heat by pushing it forward.

Shortly after, the engine rpm began to decrease. He verified that the mixture, throttle, and carb heat were all fully forward and confirmed that the fuel selector was set to both tanks. When he moved the throttle aft and forward, the engine briefly surged, and the rpm increased. As he searched for a suitable off-airport landing site, he observed that the surrounding terrain was hilly with trees and brush. The engine then lost rpm again. With limited options, he turned left in a 180° maneuver in an attempt to return to the runway. While transmitting a radio call to report the engine failure, he noticed the radios had gone blank. The airplane collided with trees and impacted the ground in a nose-down attitude.

The pilot stated that both he and his spouse sustained minor injuries. He was borrowing the airplane from his friend Richard Edwards.

In his statement:

The pilot stated that around 14:00, he performed a preflight inspection of the airplane at Lodi Airport (1O3), confirming that both fuel tanks were full and the engine oil quantity was at about 6.5 quarts. He used ForeFlight on his iPad to check the weather, which suggested Runway 17 for landing at Columbia (O22). He familiarized himself with the airport by studying a satellite map, set O22 as the destination in ForeFlight, started the engine, and conducted a run-up. Everything appeared normal.

He entered the Columbia airport frequency on the second radio channel and made a departure call on the 103 frequency. At about 14:30, he took off from Runway 26. Upon reaching about 700 ft AGL, he made a departing radio call and continued climbing. Around 1,000–1,500 ft, he turned east and climbed to about 3,500 ft. After leaving Lodi's airspace, he switched to the 022 frequency and monitored traffic calls at Columbia.

At approximately 10 miles from the airport, he announced, "Columbia traffic, Cessna 79910 10 miles to the west, will be entering at 45 for Runway 17." When he was 5–6 miles out, he made another call: "Columbia traffic, Cessna 79910 about 5 miles to the west, will be entering at 45 for Runway 17." He pulled carburetor heat on and began a descent. Approaching the 45 entry point, he radioed: "Columbia traffic, Cessna 79910 entering at 45 for downwind Runway 17." Another pilot in the pattern asked how far out he was, and ForeFlight indicated 2.5 miles; he relayed this distance, and the other pilot acknowledged.

He observed traffic in the pattern and made a downwind call. One aircraft was landing, and he confirmed the fuel selector was on "Both," the carb heat was on, and mixture was rich. After his base leg call, the other aircraft had just landed. He made his final approach call and noted another aircraft on the taxiway. Feeling too high on final, he entered a forward slip with left rudder and right aileron. As he flew over the runway, he decided there was not enough runway left to land safely. He pushed the carb heat off, advanced the throttle, and announced a go-around.

During the initial climb, the engine rpm began to drop, as if the engine were choking. He verified his controls: the fuel selector remained on "Both," carb heat was on, mixture was rich. He pulled the throttle out and pushed it back in; the engine surged momentarily before choking again. He broadcast a Mayday, stating he had lost engine power. Once more, he pulled the throttle and pushed it back in, and the engine momentarily came back before faltering again. He looked for a suitable landing spot but saw only trees and hilly terrain.

He turned 180 degrees in an attempt to head back to the airport, still working the throttle in and out. At one point, he noticed the radios were off. He recalled airspeed around 65 mph as he headed north toward the airport, but the engine ultimately died, and manipulating the throttle no longer had any effect. The airplane struck trees with the landing gear, then pitched nose-down and rolled left, impacting the ground.