

Thatcher Carel

N98649

During my departure from runway 18 at KIRK on April 13<sup>th</sup>, 2020 at approximately 7:55pm local, I powered up to take-off settings, did an engine instrument scan ensuring all were in normal operating range. Once my scan was complete, I diverted my attention to the airspeed indicator seeing the airspeed was alive and approaching redline. Once above redline, I rotated and pitched for a climb. Once I established a positive rate of climb I initiated the retraction of the landing gear. During the several seconds of retraction I experienced a substantial loss in power that resulted in an inability to maintain a positive rate of climb. I maintained control of the aircraft attitude and position above runway centerline. The aircraft touched down shortly after mid-length and came to a stop approximately three quarters of the way down the runway. Once stopped, I shut down all systems and exited the plane. I then checked for signs of fuel leaks and fire. After seeing no immediate danger, I re-entered the aircraft turned on the avionics to make a call to Unicom, but after no reply I decided to gather my flight bag, exit, walk to the grass and call the FBO worker on the cell phone.

