

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:30 AM	DATE 06/11/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION ASI - Nelson Wolfmeier		ROUTING	
		SYMBOL	INITIALS
CFI - Jordan Zeller			
SUBJECT Aircraft accident on 06/10/2021 involving N3793W			
DIGEST			
<p>ASI meet with CFI and provided a Pilot's Bill of Rights. The CFI read through it and said he didn't have any questions. The CFI provided his certificate number and email for contact. The ASI asked the CFI to tell him what happened. The CFI stated that he had completed a flight in the accident aircraft immediately prior to the incident flight. He noted that the main tanks were both full to the tabs and the tip tanks were full before his first flight of the day. He completed a .7 flight using only the left tank before he meet his student for their lesson. He stated the right tank still had fuel 'almost to the tab.'</p> <p>The ASI asked how much fuel the tip tanks held and the CFI said 17 gallons each. Then the ASI asked the CFI how much fuel there was in the tank if it was filled to the tab. The CFI said he it was around 18 gallons. The CFI told the ASI that the engine start and taxi out were uneventful. They pulled into the run-up area and preformed a normal run-up. During the run-up, the CFI noted that the #6 cylinder was "much" cooler than the other cylinders but hadn't noted any issues during the tests. The CFI stated that after completing the run-up and taxiing out, the #6 cylinder was closer to the other cylinders in temperature. The student and CFI took off and headed north to practice maneuvers. The CFI stated they climbed to 8000' MSL and performed clearing turns, steep turns, slow flight, (CONT.)</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/11/2021	TITLE ASI	SIGNATURE	

a power-off stall which all went normal. During the flight at some point, the crew noticed the #3 and #4 cylinders had started to show red on the engine monitoring gage. They increased the mixture some to cool them and turned towards KLMO to practice landings. While en-route the CFI reduced the power to simulate an engine failure. After the completion of the simulated engine failure, they climbed back up to traffic pattern altitude for KLMO and continued. Prior to reaching the airport, the CFI stated that the engine was running a little rough so they adjusted the mixture and the engine returned to normal. They entered the pattern at KLMO and performed three touch and go landings. The student pilot climbed the aircraft up to 7000' MSL and turned toward KBJC. Approximately, 10 miles to the north of KBJC the crew made contact with the tower and started a slow decent to 6500' MSL. There was a momentary drop in engine RPM and power however, the engine returned to normal with no corrective action in a few seconds. Then a few seconds later, another momentary drop in power that the student had to add throttle and after a small improvement, the student added a little mixture which again seemed to help the engine. However, a few seconds later, the engine suffered a complete loss of power. The student pushed the prop and throttle full forward with no change. Airspeed and altitude decreased. The CFI called KBJC tower and told them about the engine failure. The student aimed the plane toward a field and began pitching for glide speed. The student flew the airplane all the way down to the field that was full of cows. The aircraft touched down softly but bounced across a ditch and impacted a berm. The aircraft continued in the next field before finally stopping. The CFI remembered that he pulled the mixture right before touchdown and after the aircraft stopped, both crew members exited the aircraft as they could smell fuel. The CFI returned to the aircraft and secured it after the danger had passed. The ASI asked about securing and the CFI said he placed the fuel selector in the off position. The CFI stated that he was able to call KBJC tower on his cell phone. The state and county police to include the fire department were all on scene within five minutes of landing. The ASI asked the CFI about the emergency procedures and the CFI said they hadn't had time to do them due to rapid decent. The ASI asked the CFI if they attempted to switch tanks after the engine failure and he stated there wasn't time. The ASI asked the CFI if he had switched tanks at anytime during the flight and the CFI said they stayed on the right tank to balance out the fuel. The ASI stated to the CFI that during his initial inspection, the electric fuel pump switch was in the on position. The CFI stated that maybe the student had left it on after completing the touch and goes in KLMO. The ASI asked the CFI how much time he had in the Piper Cherokee Six to which he stated, "I flew it for the first time that day, so about an hour." The ASI then asked the CFI if he knew what the fuel burn was for the aircraft and the CFI said he had a hard time reading the AFM but thought it was close to 12 gallons per hour. The ASI asked the CFI if he had any questions and he said he did not. <END>