

August 3, 2022

Nick Loftus,

Aircraft N255CP came out of annual. I was taking it up for a test top prior to buyer arriving, he wanted to fly the aircraft prior to leaving for California. I did an extensive ground run prior to departing. Departed KMDH and climbed NE, reduced climb rate around 3 to 4 thousand to adjust M&P and mixture then continued climb to approximately 8500 MSL checked CHT, oil temp and adjusted mixture for altitude.

Checked instruments, everything appeared normal, stayed at that altitude for just a few minutes and then started a slow decent, my position at this time was east of Duquoin IL. I had reduced power for the decent, at around 3 thousand MSL I turned SW toward KMDH when I leveled off and added power, the engine started running rough, I added carb. heat, it did not seem to improve, I then turned-on boost pump that did not change anything, at this time I was around 2200 MSL. Being familiar with IL71 grass strip I made a left turn for it, as I lined up for the R/W 19 I realized I could not clear the trees at approach end of R/W, my option was to alter course slightly left and land in the bean field. I cleared the electric lines and leveled the wings, at this point my IAS was approximately 60-65, I pulled the nose up and basically stalled the A/C just above the beans, I hit the ground hard. The main gears took the brunt of the landing, the prop stopped in a horizontal position seconds before landing.

There was no physical injury or property damage. From the time the mains made contact with the beans to complete stop was approximately 168 feet.

Post landing fuel; left tank had approximately 9 gallons, right tank approximately 19 gallons. There was also fuel in the carb bowl. This was shown to FSDO folks. Approximate flight duration 25 minutes, temp at takeoff approximately 88 degrees, humidity approximately 77%.

Paul C Polete