

•Southern Cal PT-19, 19 August 2016, near Camarillo, CA

- Loss of power = off Airport landing; throttle linkage became disconnected

Pilot's Statement:

I was the PIC of the PT and had one pilot rated passenger. At approximately 1130 PDT, I was at 2500 feet on the north side of Thousand Oaks at cruise power when the engine abruptly lost power. Although I could see the Camarillo airport, the terrain on a direct path to the airport consisted of houses and unsuitable terrain so I elected to fly over the Santa Rosa valley because it provided more suitable terrain for a forced landing. In an attempt to troubleshoot the problem, I went to full throttle, full rich on the mixture, switched fuel tanks, applied carb heat and attempted various throttle/mixture/magneto combinations but was unsuccessful in restoring power. I also broadcast a mayday to ATC, declared an emergency, selected 7700 on the transponder and gave a position report.

I was unable to maintain altitude and it was clear that I would not be able to reach the airport. I had already identified a field and made the decision to land in the field. I notified ATC of my intent and requested that the fire department respond. I overflew the field and was able to land into the wind and aligned with the plowed rows in the field. Shortly before touchdown, I pulled the mixture to idle cut-off in an attempt to save the engine. During rollout, the aircraft struck some aluminum irrigation pipe.

After securing the aircraft, I called Camarillo Tower on the phone and advised them of our location and that there were no injuries. Camarillo Airport Operations personnel responded and notified the NTSB. I participated in a conference call with the NTSB and FAA during which I described the incident. The NTSB requested photos which I provided. The NTSB then advised that the incident did not meet the criteria of substantial damage per their regulations and that the NTSB would not be investigating. The FAA representative on the phone concurred. The NTSB advised me that we could move the aircraft and advised the Airport Operations personnel of the same thing.

Over an hour and a half later, a representative from the Van Nuys FSDO called me. We took two FAA personnel to the field. They took several photos of the planes and inspected the aircraft and pilot documents which were all in order. They advised that they would complete the incident report and no further action was required on my part.

I met with the property owner who estimated the damage to his property to be approximately \$550. He was very helpful.

A post-flight inspection of the aircraft revealed that the throttle linkage had become disconnected and gone to idle.