

Lindberg Joshua

From: Vargo, [REDACTED] (FAA) [REDACTED]
Sent: Monday, April 6, 2020 10:03 AM
To: Lindberg Joshua
Subject: FW: N4729U

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[Matteo Gattini Statement.](#)
[Louis Vargo](#)

From: Matteo Gattini [REDACTED]
Sent: Thursday, March 26, 2020 9:12 PM
To: Vargo, [REDACTED] (FAA) [REDACTED]
Subject: N4729U

Mr Vargo,

It was nice meeting you today. Please let me know if there is anything else you need from me.

The following is my statement regarding the incident that occurred on March 25 2020 at 6:30 PM involving Cessna 150 E " N4729U".

Around 5:00 I performed a pre-flight inspection , which included, among other things, a visual confirmation of the fuel quantity with a fuel stick. It was noted that there were 14 gallons (1.5 hours flying plus a 30 min reserve) between the two tanks, fuel was sumped with no water or contaminants found. Oil was at 5 qt and visual meteorological condition prevailed. Engine start was at 5:30 and a t/o from home base of Aerocountry (T31) occurred shortly after with a departure toward Sherman Municipal (KSWI). After 3 touch-n-goes were performed at Sherman I departed to come back home. Once I arrived at T31 I decided to do a few more touch-n-goes. After the third, and final, touch-n-go and about 100ft off the ground the engine started producing less power than needed for a normal climb. With no runway left I immediately pushed the mixture forward, confirmed the throttle was all the way open but did not have any more time to perform anything else in the cockpit, I had to concentrate on flying. I tried to bring the plane back around to land on 35 (I had taken off 17) but realized that at this point I did not have the energy nor altitude to make it back to the field and so pointed the plane toward the safest and most open space in front of me, the golf course. I was able to setup for a "normal" landing but was caught off guard by a small berm right as I touched down (that bounced me back in the air). Unable to hold the nose up any longer with the elevators, on the second touchdown, the nose wheel gave way and the airplane performed a 180 degree pitch rotation over the nose of the aircraft, stopping on it's back. It was noted that during my last GUMP check on downwind that the fuel indicators read 1/4 and over 1/8 . I also remember putting the carb heat on abeam the numbers and taking the carb heat off after I gave full throttle for the takeoff. There was nothing out of the ordinary on the flight till the engine became problematic. The time of impact was 6:30.

Matteo Conrad Gattini