NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region

Date: 2/20/2019
Person Interviewed: Jingkai Lin (Pilot)
NTSB Accident Number: ERA19LA097

The following is a summary of a conversation that occurred with the above-named individual:

- The private pilot stated that all preflight checks were normal and that both left and right magnetos showed a 100 RPM drop during the ramp check.
- He stated that he was practicing touch and go landing maneuvers on Runway 12L at the airport, and that this was his third approach.
- The air traffic controller had directed him to an extended downwind.
- On final, he noticed his engine RPM drop and felt the airplane sinking.
- He advised the air traffic controller that he would be making an emergency landing.
- He added power, and the engine RPM increased to 1500 RPM then dropped again.
- When engine RPM dropped below 1000 RPM he retracted his flaps. The engine was not making any noise, the airplane was buffeting, and his propeller was windmilling.
- He determined that he would not reach the runway and aimed for the nearby gravel road.
- He did not feel there was enough time to attempt a restart, switch fuel tanks, apply carburetor heat or perform a checklist.
- He impacted several trees, shrubs and a utility pole upon landing.

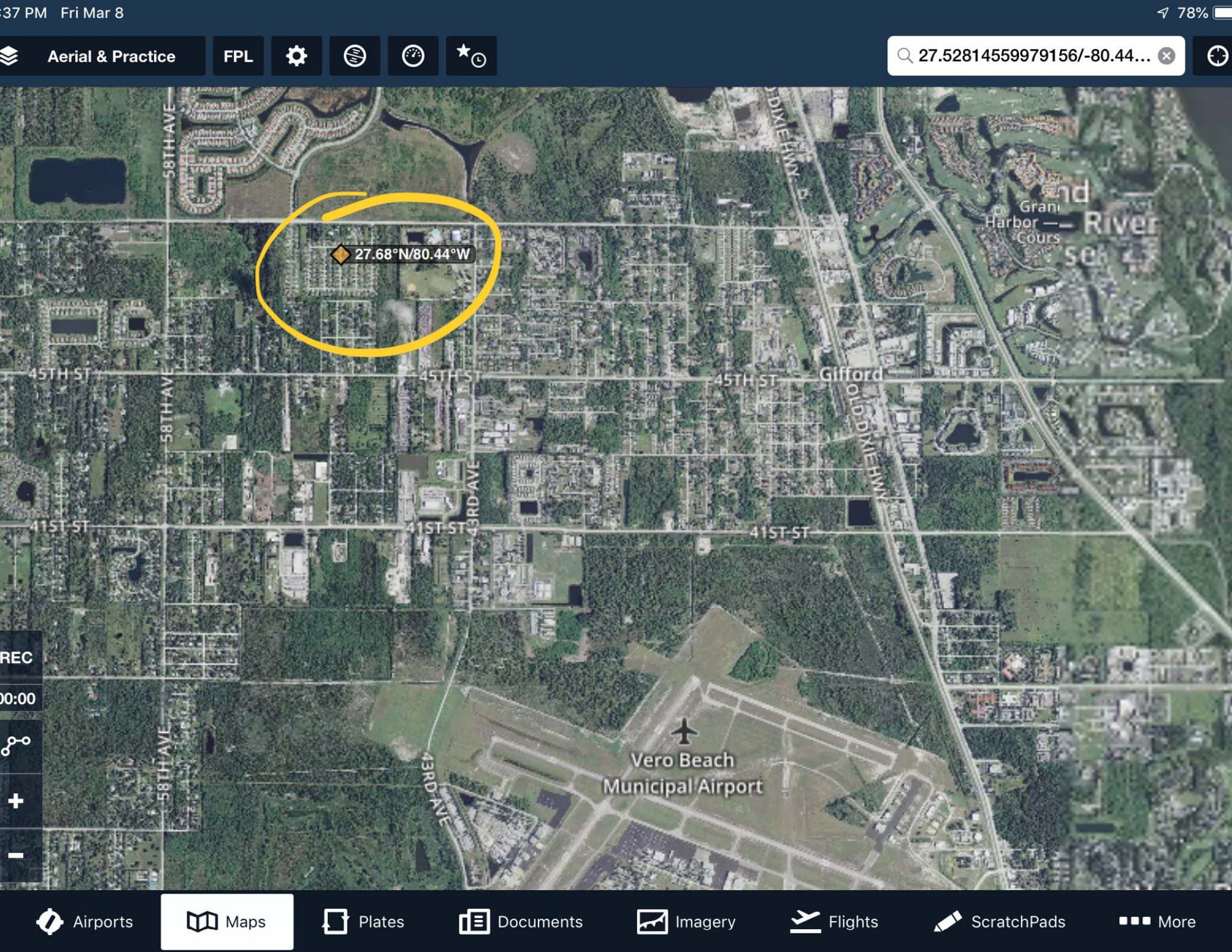
NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region

Date: 3/8/2019
Person Interviewed: Jingkai Lin (Pilot)
NTSB Accident Number: ERA19LA097

The following is a summary of a follow-up conversation that occurred with the above-named individual:

- When asked to explain in more detail the approach in which his engine failed, Mr. Lin stated that he established a power setting of 1550 RPM and started to descend on downwind and that his downwind leg was extended.
- He indicated that he would send a map with the approximate position where he turned to his base leg.
- He stated that he turned to final at about 600 ft and selected flaps to 40° before noting the reduction of engine RPM.
- After the engine began to run rough, he noted that the PAPI indicated 2 whites; after he retracted the flaps to zero, the PAPI indicated one white and one red.
- He stated that the electric fuel pump stays on for the entire flight.
- When asked when he would typically use carburetor heat, he responded, "During simulated engine failure I use the carb heat." When I asked if there was any other circumstance in which he would use the carburetor heat, he again stated that he only used carburetor heat during simulated engine failures.
- I again asked if he was trained to use carburetor heat any other time while flying, and he offered the same answer. His instructor then asked if he used carburetor heat for anything other than simulated engine failure, to which he responded, “No.”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Maps
Plates
Documents
Imagery
Flights
ScratchPads
More

Flight Academy Safety Tracking

Indicate Occurrences

TITLE
Power Loss

DATE
02/08/2019

TIME
1700

IP NAME
Heo, Younghun

SP NAME
Lin, Jingkai

ASAP Number
301

RECORD STATUS
Open

EVENT CLASS

PHASE OF FLIGHT
Appr/Landing

Location
VRB

WINDS
060

WIND SPEED
09

GUSTING

VARIABLE

SKY
OVC

BASE
055

VISIBILITY
6 MI. or better

DESCRIPTOR

CHARGE
SOLO

PHASE OF TRAINING
Commercial Stage 1

AC FLEET
Cadet

KEYWORD 1
ENGINE, FAIL

KEYWORD 2

TAIL NUMBER
9219J

NARRITIVE

On final for runway 12L, engine roughness, checked engine gauges-all green. Told tower about power loss and that emergency landing would happen. RPM's went below 1400 rpm, retracted flaps to zero. About 5-600 feet on final, engine quit, but couldn't make it to runway 12L, chose the road next to the jail. Went direct to the road. Landed zero flaps, avoided power lines, wanted to avoid the power station at the end and applied right rudder, which turned aircraft into the bushes. After stopping, contacted tower to say he was on ground, then secured the aircraft and turned off the fuel selector.

CONCLUSION SAG NOTES

ACTION

REPORTED BY

Flight Academy Safety Tracking

Indicate Occurrences

1564

Findings

Corrective Actions

Flight Academy Safety Tracking

Indicate Occurrences

Flight Academy Safety Tracking

Indicate Occurrences

Recommendations

ASAP Inclusion Information:

tracking start 7/14/16

ASAP inclusion?

FAA been notified?