



Record of Telephone Conversation

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Date: 5/18/2020
Subject: CEN20CA182
Person Interviewed: Tristan Mazzu, Pilot

Ms. Mazzu made the following statements during the telephone conversation:

- She was conducting a cross country flight from the St. Louis area to the Chicago area.
- The Cessna 120 she was flying did not have an attitude indicator or equipment to fly in the weather, but it did have a turn and slip indicator.
- She was flying VFR on top of the clouds when a cloud layer formed above her.
- She could see a sliver of blue sky in front of her when the clouds closed in and the airplane entered IMC.
- She became disoriented until the airplane broke out of the clouds and she was able to recover.
- She did not get a formal weather briefing prior to the flight, but did obtain preflight weather using Foreflight. She was not aware there would be cloud layers along the route of flight.
- Broken to scattered clouds were forecast during her planned arrival time.
- She was flying at 5,500 ft and a cloud layer above started lowering, so she descended to 5,000 ft. She could still see blue some distance ahead through a crack in the cloud layers.
- She saw moisture on the wings in the clouds, but not icing.
- The airplane was operating normally prior to entering the clouds.
- She pulled the carb heat on in the clouds but could not remember if she pushed it back in.
- The airspeed was high during the descent, but she did not recall seeing it reach redline.
- She recalled some G's on the airplane during the descent.
- The airplane lost about 3,000 ft during a steep spiral descent
- The airplane was in about 30 degrees right bank and 10-15 degrees nose low when she exited the clouds.

- The airplane flight controls did not feel right after recovering below the clouds.
- She was concerned with the airplane not accelerating above 60-65 kts and the rudder was not responding.
- She elected to land in a nearby field.
- The field she landed in was muddy from recent rain and the airplane flipped over as it slowed down.