

From: [REDACTED]
To: [REDACTED]
Cc:
Subject: Re: N7095S Accident Statement
Date: Tuesday, March 19, 2019 5:18:03 AM

Thanks so much, Nat. I'm looping in Eric Swenson, the NTSB investigator-in-charge that's been assigned this case.

Thanks again,

Clint

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From: Nathan Shepard [REDACTED]
Sent: Monday, March 18, 2019 9:58:49 PM
To: Johnson Clinton
Subject: N7095S Accident Statement

Hi Clint,

Here's my brief statement.

On 03/16/2019 I flew left seat as student pilot in Cessna 150H N7095S taking off from PATK around 1500 AK with plans to go out for a short introductory flight practicing basic airplane maneuvers with CFI Carlisle Doria. Lisle gave a thorough pre-flight and walk around demonstration, discussing fuel, control surfaces, brakes, etc. Before taxiing, we went over the checklist that we would use again just before takeoff, using the mnemonic CIGARS to ensure that everything was covered. At the end of runway 01 we went through our checklist again and Doria confirmed that the elevator control worked, mentioning that the 150 had great rearward visual because of the back windshield.

After an aborted takeoff due to precautionary measures, we came back around for our second take off. With throttle full forward, the plane rotated and became airborne. As airspeed increased I noticed Lisle trying to get the plane to nose down, and we climbed fairly quickly in what seemed like a short amount of time. As I expected us to hover above centerline for some time, this came as a surprise. With Lisle pushing full forward on the yoke and setting the nose down trim the plane still would not reduce in pitch or nose down. She asked at one point for me to aid her in pushing the yoke forward, but there was nowhere further for it to go. After several more seconds Lisle informed me she was cutting the power and securing the airplane for an emergency landing. The plane remained nose up, slowly cruising in to the trees at the end of the airstrip as she maintained control and kept the plane pointed straight. The wings went through several thinner poplars before hitting a larger one right at the wing root, which sent us to the ground.

Nat