



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

JUSTIN LOUW (AIR SAFETY INSPECTOR – FEDERAL AVIATION ADMINISTRATION)

Mr. Louw stated that he interviewed the pilot and reported the following:

Did you get a good nights sleep, **Yes, I had a good, regular nights sleep the night before.**
Was there other things that affected your flight that day. **No.**

How was the weather? **The weather was nice. Partly cloudy and about 75 degrees.**

Where was the aircraft when you got to the airport? **The plane was in my hanger.**

Did you fuel it before the flight? **No.**

How did you conduct the pre-flight. **I used my checklist and did my pre flight inspection as normal.**

Were there other people with you before the flight? **No.**

What was you intention with the flight that day, was it training, if so what type of training? **My intention of the flight was to do 3 take offs and landings to stay current.**

Please give as much description you can. Explain what happened when you started to experience problems.
The engine completely died on my second take off at about 100' altitude.

What sounds did you hear, what indications did you see? What did you do to try to correct the issue, did that help? **I turned right cross wind to try to get to the river bar to glide to make a safe emergency landing. I had to make it past a row of trees before I could glide down to the river bar. I came up about 5' short of clearing the tops of the trees and my right wing clipped a tree and I was immediately thrown nose down and ended up on the ground, in the trees. There were no witnesses.**

What is the date of your last check ride? **I am due for a check ride and have it scheduled on 06-29-19**

Hours in a Cessna 150 **205.6**

All hours in past 90 days **13.9**

All hours in last year **62.1**

Total flight hours **349.3**

Zoë Keliher
Air Safety Investigator
Western Pacific Region

First you said you may have run the aircraft out of fuel. Why do you believe that?

I know that I was low on fuel but the pump at the Garberville airport was not working and since I was just going to to do 3 landings and take offs and staying in the pattern I thought I had plenty of fuel to do that.

When was the last time you received fuel? A few weeks prior.

Where did the fuel come from? Garberville airport.

How did you determine the fuel quantity during the preflight or did you fail to? I did determine that I had 6 gallons (out of 24 that the plane can hold). I determined this by using the dip stick in each wing during my pre flight check.

Second, your bi-annual flight review. When exactly was you last flight review? Can you send a copy of it? My bi-annual flight review was due in August of 2018. I was not able to get an appointment with the instructor in our area who can do these. I attempted to make appointments several times but he was continuously booked solid. We live in a remote area and there are not many instructors who can do these. I finally have an appointment for my bi-annual flight review with him on 07-17-2019.

8/10/18 N8746S Tach: 5372.49 Aircraft total time: 5372.49
Annual inspection completed. Inspected and serviced: battery, brakes, lights, tires and hydraulic system. Rotated both main tires due to wear. Installed new intake air filter P/N BA-4108. Lubed all controls, rodends, hinges and bellcranks. Cleaned and repacked all wheel bearings. All AD's checked through 2018-17. ELT inspected and tested in accordance with FAR 91.207(d). ELT MN1300 batteries, next due March 2023.

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Michael Whetzel, A&P

8/10/18 N8746S Tach: 5372.49. TSMOH: 1316.21
Annual inspection completed. Compressions as follows:

#1 70/80, #2 78/80, #3 77/80, #4 76/80.

Changed oil and cleaned oil screen filter. Serviced engine with 6 quarts Aeroshell 15W-50 oil. Cleaned, resistance tested and gapped spark plugs. Check magneto to engine timing. Installed new intake air filter P/N BA-4108. Engine run-up performed, no leaks or defects noted. All AD's checked through 2018-17.

I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Michael Whetzel, A&P