

Lopez, Victor H (FAA)

From: BRYCE GIBB <[REDACTED]>
Sent: Monday, March 12, 2018 5:09 PM
To: Lopez, Victor H (FAA)
Subject: BRYCE GIBB CESSNA 150 N66786 INCIDENT 7MAR18

Sir,
Here is the statement from me that you requested.

On 7 February 2018, at around 11:30 am, I conducted local flight in VFR conditions from the Alfred C. Thomas airport (T69) located in Sinton, Texas in a Cessna 150, N66786. When I returned to T69 I executed a touch-and-go landing (TGL) to runway 32, as the winds favored this runway. After touching down and taking off again to remain in the pattern for another TGL, and at low altitude near the very end of the runway, the airplanes engine experienced a partial loss of power, and I was unable to gain anymore altitude. Unable to keep the aircraft flying much longer due to the loss power, and unable to safely return to the airport due to low altitude. With no other option I turned the aircraft to the right and landed in an open field safely. The immediate action taken resulted in no injuries, and only minor damage to the aircraft.

Thank you

Bryce Gibb

On Mon, 3/12/18, BRYCE GIBB <[REDACTED]> wrote:

Subject: BRYCE GIBB CESSNA 150 N66786 INCIDENT 7MAR18
To: [REDACTED]
Date: Monday, March 12, 2018, 6:13 AM

Sir,
Good Morning,

If this helps you.. please send any additional questions you may have regarding this incident to my email.

I am working on the additonal info you requested and will forward ASAP.

Thank you!

Bryce Gibb

Lopez, Victor H (FAA)

From: BRYCE GIBB <[REDACTED]>
Sent: Monday, May 21, 2018 3:08 AM
To: Lopez, Victor H (FAA)
Subject: BRYCE GIBB CESSNA 150 N66786 INCIDENT 7MAR18
Attachments: #1.jpg; #2.jpg; CARB 66786.pdf.jpg; CARB 66786A.jpg

Inspector Lopez,

What was discovered after taking a look at the plane is that carburetor flooding was the likely reason why the engine experienced a partial loss of power on takeoff 7MAR18.

As the new owner of the plane I was surprised to find that the carburetor (see attached pictures) was full of carbon and a review of the logbooks showed that the carb had never been rebuilt since it was installed in 1974. The only indication that anything may have been done to the carb was in 1986, logbook entry stated that it had been opened, but there was no entry made to indicate that it had been rebuilt. The most recent engine overhaul was accomplished about 200 hrs ago. A closer look at the carb also showed that it was not in good shape and the main nozzle had corrosion on it, and had never been replaced. This further supports that it had never been rebuilt.

As you can see in picture #1 that the carb was running pretty rich as the exhaust pipe is pitch black.

A new rebuilt carb was installed on the plane and is running fine, and it recently completed the required annual inspection in April 2018, engine compression and everything that may have caused the engine problem checked out okay. As you can see in picture #2 the exhausted pipe now shows that the new carb is regulating the fuel air mixture properly as the exhaust pipe is no longer pitch black, but is now light grey and no longer running rich.

Any other questions please let me know, I am currently out of the country but if you need me to give you a call I can do that.

Thank You Bryce Gibb