



RECORD OF CONVERSATION

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National Transportation Safety Board

Date: 09/04/2018
Person Contacted: Angela Winslow (Accident Pilot)
NTSB Case Number: CEN18LA352

Narrative:

The following is a synopsis of the information provided by Angela Winslow to the NTSB investigator-in-charge, via telephone.

- The pilot reported that the purpose of the flight was to fly cross-country to visit family members.
- The pilot landed at the Greater Portsmouth Regional Airport (PMH), Portsmouth, Ohio, and topped off both fuel tanks. She reported that after refueling, she attempted to start the engine, and noted that the primer "didn't have much resistance." The airplane sat for about 10 minutes, the pilot started the airplane without further incident, and departed for the flight. During the second engine start sequence, she reported no abnormalities with the primer. The next planned stop after PMH was for Crawfordsville Municipal Airport (CFJ), Crawfordsville, Indiana.
- After the departure climb from PMH, the engine temporarily "sputtered" and then operated normally. While in cruise flight about 2,900 ft above mean sea level (msl) and traveling about 85 kts with a heading of 300°, the engine "sputtered" and ceased producing power. The pilot stated the outside air temperature gauge indicated about 80° F and she did not believe the engine was experiencing carburetor icing conditions. The pilot did not remember what temperature the carburetor temperature gauge was displaying at the time. The engine speed decreased to 1,500 to 1,000 rpm. The pilot advanced the mixture to the full rich position and the engine "smoothed out a little." The airplane descended to about 2,000 ft msl and the engine began "sputtering" again and the engine speed decreased to about 1,000 rpm and ceased producing power. The pilot attempted to troubleshoot the engine power loss without applying carburetor heat but was not successful in regaining engine power.
- The pilot reported that her aeronautical navigational chart displayed a private airstrip close to her current location for executing a forced landing. The pilot elected to not land at the private airstrip due to her airspeed and altitude, and instead choose to land to an open soybean field.

- During the forced landing sequence, she attempted to maneuver the airplane between a power line pole and several trees. The airplane impacted the powerlines and came to rest slightly nose down in the field.
- The pilot and passenger were able to egress from the airplane without further incident.

We were traveling from Farmville, VA to Washington, IA. I had planned two stops. We stopped at the first stop in Portsmouth, OH for fuel. We had no trouble with the airplane during the three hour flight to Portsmouth. We had the fuel topped off in Portsmouth by the FBO there. Before we took off I did a quick look over. When trying to start the airplane I primed as usual but the primer felt like it didn't have pressure when pushing back in. The airplane would not fire. I waited about 10 minutes and primed again when I got resistance on the primer. The airplane fired up. I did a runup where everything seemed normal. We took off and climbed to about 4500. About 15 – 20 minutes into the flight right after climbing the engine sputtered a little bit I enriched the mixture and descended and the engine cleared up. After a couple of minutes I leaned the mixture again and set up for cruise at about 2200 – 2300 RPM. About 45 minutes into the flight I had switched to right tank because left tank was emptying faster than right. I maintained around 2700 altitude for the next hour to hour and fifteen minutes in which the engine had no trouble. At that time the engine sputtered for a moment and started losing RPM. I enriched the mixture again and switched to both tanks which I felt helped for about 20 seconds. At that time I believe I was around 2900 altitude. I had just flown over a private airfield and circled back around to land there. I realized I was too high to land on that so decided to try for the next field and realized I was not going to be able to stop before the treeline. At that time I aimed for the field across the road and made a left bank to miss power poles. When I got around the power poles I was setting up to land and my husband and I saw power lines right ahead. I banked right to miss them and that was the last I remember before we stopped in the field.

Angela, the pilot, and I took off from Farmville, VA around 8:30 in the morning (Eastern time). We were traveling to Washington, IA to visit with my relatives. We decided to stop twice. The airplane flew great from Farmville to Ohio. We stopped in Portsmouth, OH where we refueled. People working there filled up the airplane. We checked the oil and added 5/8 of a quart. She looked the airplane over. We kind of stopped for a little bit of a break to eat also. Got in the airplane. She tried to fire it up but it did not instantly. We waited a few minutes, tried again, and it fired up. Taxied to the runway where she did the run up. The airplane performed like it did before no troubles. We took off from OH heading to Crawfordsville, IN our next stop. About 20 minutes in the flight the engine sputtered. She descended and it ran fine for a while. Whatever she did to the motor seemed to straighten it out. She did switch to right tank and everything continued to run fine. After about an hour or so the engine started sputtering for a moment and then felt like it had no power. The prop was still spinning but she could not get it to clear up. She said I saw a runway behind us and turned toward it. The engine was still popping but she said we were losing RPM and power. During the turnaround she switched back to both on the tanks and she thought it recovered for a second. I do not feel that it did. When we got to the private airfield she circled down for it and decided we could not land there. We started looking for another place to land. The second field unfortunately had a tree line and did not think the airplane would stop. She turned left to the field across from it. We saw the power poles and thought that was the end of the power lines. As we got closer to the third spot saw the power lines and did not have any power to get the airplane to pick back up to clear the lines. She banked right trying to miss the lines and we struck them. I did not black out and as we hit I went behind her seat and her head hit the airplane door post. Before we got to a complete stop her left door was open and threw out the belongings behind the seats. We got out of the airplane and started looking for our phones to call for help. A man in a Mustang drove down and saw us, made sure we were okay, then went back home to call for help. He returned with a friend and we got Angela to the side of the road. I went back for a bag because I knew it had ice packs in it. By the time I got back the first sheriff's deputy was there and told it was a secure site and we could not go back to the airplane.