



CASE NOTES

The responding FAA inspectors collected the following findings.

- Hours in Make/Model (C-150) = 3 Hrs
 - Hours in last 90 days = 12 Hrs
 - Hours in last year = 50 Hrs
 - Total Hours = 3953 Hrs
 - Regulator Check Ride Date = 12 May 2003
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- A post salvage examination of the airplane revealed there was approximately 1 gallon of unusable fuel remaining in the RH fuel tank and 2 gallons of unusable fuel remaining in the LH fuel tank.
 - Further examination of the engine and accessories revealed no abnormalities (The engine had mechanical continuity and cylinder compression).
 - The carburetor bowl had some corrosion and dirt/debris at the bottom that might have clogged the fuel jet.
 - Even though the plane was submerged under water for a week before recovery, the integrity of fuel tanks remained intact.
 - After reviewing all the data from this accident, the probability of this aircraft running out of fuel or engine being starved for fuel was very high.