

RECORD OF ☐ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME 12:30 PM	DATE 11/29/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Johnnie Dean Bush		ROUTING	
		SYMBOL	INITIALS
SUBJECT N5242W Pilot Interview			
DIGEST Fueled the aircraft either on 11/6 or 10/7. Is a member of the Lincoln Hills Aero Club. Takes online quizzes through the aeroclub facebook page. In FRH, he started up [the engine] at 12:15pm. Took off 12:30. No issues during taxi out and engine run-up. Departed left pattern to the south. Sightseeing over Patoka lake, Celistine, Jasper. He had planned to return to the airport however the traffic pattern was busy so he flew around a little more. He also stated he needed to fly the aircraft to get the moisture out of the oil or vaporize moisture out of the oil. He crossed midfield downwind and landed full stop. Taxied out, took-off, stayed in pattern and did one touch & go. During the climb-out, he entered a left-hand [traffic] pattern RWY 8. Just as he turned base [leg] 1200 - 1300 MSL (400-500 AGL) he encountered engine problems. In a previous interview, via telephone from the FAA ROC (4:22pm 11/28/20) he stated the engine sputtered. He applied carburetor heat. The engine sounded like it was starting up again and then it died. During the time when the engine sounded like it was starting up again he started			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11/29/2020	TITLE ASI-OPS	SIGNATURE	

DIGEST (CONT)

back towards the traffic pattern but after the engine died he then turned back towards the field. He stated he felt he changed [his] mind too often.

I asked the pilot what fuel quantity he started out with. He stated left tank fuel quantity (gallons) was 1/4 to 1/2 tank, or a 1/3 tank. The right tank fuel quantity was a little over 1/4 tank.

During return to the traffic pattern he had planned on switching wings. He had intended on switching to the right [fuel tank]. He stated "didn't switch to the right as I intended to."