



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: December 9, 2020
Person Contacted: John Bush, accident pilot
NTSB Accident Number: CEN21LA068

Narrative: In a phone conversation with Mr. Bush, he stated the following:

He kept N5242W hangered at French Lick (FRH). He tried to fly at least once a month but did not fly enough to stay as skilled as he would have liked. On the day of the accident, he wanted to fly and run the engine for at least 40 minutes in order to heat up the oil and work out any moisture. On the first flight he departed the area and flew around near Jasper, IN, then headed back to FRH. When he first departed there was about $\frac{1}{4}$ fuel in right tank and a little less than $\frac{1}{2}$ fuel in left. He intended to depart with the left tank selected, then return to FRH and do touch-and-go-landings (TNG) with the right tank selected. He forgot to switch to right tank when he got back to FRH. He completed one full stop landing, then completed one TNG. The accident happened during the final lap in the pattern. He turned from downwind to base when the engine sputtered. He first thought to apply carburetor heat, but he didn't think about switching the fuel tanks. The engine stopped and since he was in the pattern, he didn't have much altitude to troubleshoot. He added that he didn't make the right decisions in order to make the runway. He continued to turn and realized he wouldn't make the runway. The airplane passed over a decent field for an emergency landing, so he turned back for it. The airplane was unable to make the field and descended into the trees. He only received minor scrapes on his hands from the egress, but otherwise had no injuries.

He stated that the engine lost power because he forgot to switch from the left tank to the right tank. He agreed that the cause was fuel starvation since there was fuel available in the right tank.

End of conversation.