

Timothy Sorensen
Sr. Aviation Accident Investigator
Aviation Safety - Central Region

Date: April 24, 2023
Subject: CEN23LA163 - Buffalo, Iowa
Contact: Blake Childers - Pilot-in-Command

Mr. Childers reported a rapid drop in engine RPM as if the throttle control had been abruptly moved to idle. The engine seemed to completely lose power for about 30 ~ 45 seconds. It then regained power, reaching about 2300 rpm. He described it as a "strong burst" of power. About 5 ~ 10 seconds later, the engine lost power again. He adjusted the throttle and mixture controls, verified the fuel valve was on, and completed a quick mag check.

Mr. Childers stated that the fuel gauges did not appear to be accurate and were close to "E". This prompted the fuel stop at Moberly, MO. He visually estimated the fuel level and decided to add 8 gallons of fuel total (4 gal per side).

Mr. Childers has accumulated about 95 hours total flight time with about 5 hours in the Cessna 150 and the remaining in a Piper Warrior.

----- end of summary -----



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Date: May 15, 2023
Subject: CEN23LA163 - Buffalo, Iowa
Contact: Blake Childers - Pilot-in-Command

Mr. Childers noted that he was the sole occupant of the airplane departing the Augusta Municipal (3AU), and the airplane was fully fueled at that time. He picked up the passenger at Tulsa Riverside Airport. The passenger and additional baggage of approximately 45 lbs. limited the amount of fuel that could be carried without exceeding the maximum gross weight of the airplane.

Mr. Childers reported that the cockpit fuel gauges indicated full before the initial takeoff from 3AU.

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