

- I turned on the boost pump around the 10 mile call out. I was taught to stay ahead of the aircraft and would do my before landing checklist 10 miles out which involved tuning on the boost pump.
- I turned the magnetos completely off then turned them all the way to the start position as if I was starting it on the ground. The propellor spun once and that was it.
- I entered the traffic pattern on my right fuel tank.
- After the engine issues I moved to my left fuel tank.
- It went so fast I don't have an exact time but around 30 seconds to 1 minute. No longer than 1 minute though for sure. But it was on long enough that I thought it was back to normal and that I could land.
- The propellor was not windmilling. It twisted once when I tried to restart the engine but nothing other than that.
- On our flight display we get a signal on the bottom of our screen. It is small yellow letters that says MSG. It stands for message. I click the message button underneath our screen and it says switch fuel tanks. I then turn the boost pump on, reach down and switch the tanks, then count to 2 and turn the boost pump back off. Then I click the message button again and the message disappears and returns about 30 minutes later.
- I did not file a flight plan.
- I planned for an engine power of 2350. I stayed around the 2300 range for normal operation. I planned to burn 8 gallons an hour.

I made the nav logs to calculate fuel and times, but I relied on my iPad and Flight computer for the route. I had this in the back with my bag just in case I lose either of those so I wasn't using them during the flight.

[illegible]

[illegible][illegible]

Flight Plan and Weather Log on Reverse Side

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