

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN24LA102 (N8805Z, Cessna 172H) - Additional Question
Date: Thursday, February 1, 2024 23:59:20

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Hello, Mike.

I, Jin Seong, hereby certify that the information provided is true and correct to the best of my knowledge and belief.

1. What kind of fuel did the airplane have onboard for the flight?
- 100LL topped off both sides receipt from GKY
2. When you landed at TRL, and started the engine, can you please explain more about the “rough idle” symptoms the engine experienced? What readings in the cockpit did you see that indicated it was a “rough idle” situation?
- Only one instrument was low the vacuum gauge it was reading between 2 and 3. Idle was rough sounding at idle cutoff almost weak but sounded stronger when throttle was advanced more power.
3. How long (estimated) was the airplane on the ground running at TRL before the takeoff?
- Approximately 5 to 7 minutes taxi back from delta exit clearing the active and to the fuel pumps. Maybe 2 to 3 minutes with the fuel stick checking the fuel tanks both left and right just enough time to climb up check the fuel and do the same to the other side. Maybe another 5 to 6 minutes for a short taxi to runway 18 and run up check.
4. Before the takeoff, did you apply the carburetor heat?
- Carb heat was only applied during the run up check before take off.
5. What fuel tank did you have selected for the takeoff?
- Both. From GGG to TRL LH fuel tank was selected for about 50 minutes and then both before landing and before takeoff from TRL
6. During the takeoff, did the engine fail completely or was it a partial loss of engine power?
- Stopped completely started again then shut back off.
7. When the engine failed, did it produce any “sputtering” or “coughing” like noises?
- I didn’t notice any sounds the engine just shut back off again.
8. When the engine failure occurred, please explain the actions you took with the various controls in the cockpit (such as the throttle, the mixture, the fuel tank selector, the carburetor heat, etc.).
- There wasn’t much time I nosed the aircraft down for airspeed and immediately looked for the runway but it was too dark I didn’t see it I saw the street and made a quick decision to try and land safely.

9. Do you have any idea what may have caused the loss of engine power?
- No idea I have thought about it many times but I don't know why it happened.

10. Except for the "rough idle" at TRL before the takeoff, have you had any other issues with N8805Z?

- I have flown this aircraft 4 times since December 2023 and did not experience any problems during my past flights

If you have any more questions, please feel free to contact me.

Sincerely,
Jin Seong

2024년 2월 1일 (목) 오후 4:25, Michael Hodges [REDACTED] 님이 작성:

Hello Jin,

Thank you for the statement before regarding the accident with N8805Z.

I have a few additional questions please.

1. What kind of fuel did the airplane have onboard for the flight?
2. When you landed at TRL, and started the engine, can you please explain more about the "rough idle" symptoms the engine experienced? What readings in the cockpit did you see that indicated it was a "rough idle" situation?
3. How long (estimated) was the airplane on the ground running at TRL before the takeoff?
4. Before the takeoff, did you apply the carburetor heat?
5. What fuel tank did you have selected for the takeoff?

6. During the takeoff, did the engine fail completely or was it a partial loss of engine power?
7. When the engine failed, did it produce any “sputtering” or “coughing” like noises?
8. When the engine failure occurred, please explain the actions you took with the various controls in the cockpit (such as the throttle, the mixture, the fuel tank selector, the carburetor heat, etc.).
9. Do you have any idea what may have caused the loss of engine power?
10. Except for the “rough idle” at TRL before the takeoff, have you had any other issues with N8805Z?

Also, can you please email me copies of the fuel receipts/records for the last time the airplane was refueled?

Thank you again for your help.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

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Work Hours: Monday-Friday, 0900-1730 Central Time

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From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN24LA102 (N8805Z, Cessna 172H) - Fuel Question
Date: Monday, February 5, 2024 18:52:12

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hello Mike.

Thank you for taking care of my accident. I really appreciate your help. And here is my confirmation statement for your questions above:

At GKY, our origin of departure, we had checked the gas and found that there were 13-14 gallons on the LH tank and 11-12 gallons on the RH tank before I topped off both sides of the tanks. I have already submitted the receipts for this fuel top-off. You can confirm with the people who had flown the aircraft before us about their flight and the fuel levels. When we checked the plane binder, we saw that the people who flew the aircraft before us had flown for less than 2 hours. Based on the amount of fuel I had to top off (about 13 gallons), we assume that the fuel tanks had been full before their flight. I strongly urge you to check with them regarding this.

My passenger and I checked the LH tank and RH tank at TRL; we had 16 gallons before takeoff as I mentioned. The tanks had been full, and we flew for a little more than 3 hours, which lines up with 16 gallons of remaining fuel we saw when we checked. Nothing made us suspect a fuel leakage before our takeoff from TRL. I absolutely would not have taken off with only 3 gallons of fuel. I am fully aware that we need 45 minutes of reserve fuel at night according to regulations. I would not have risked my life or the life of my passenger in that way.

After the emergency landing, my passenger and I clearly saw a steady stream of fuel leaking on the left side and smelled it as well; that's why we exited the aircraft, still in shock from what happened, to secure our safety from the aircraft in case of a possible fire. As the passenger and I both exited the aircraft on the left side, we are not certain about any leakage from the right wing.

If you have any more questions, please feel free to contact me at any time.
Thank you for your help.

Sincerely,
Jin Seong

2024년 2월 5일 (월) 오전 11:19, Michael Hodges [REDACTED]님이 작성:

Good morning Jin,

I hope you are doing well.

The aircraft salvage team is currently out at the accident site, to recover the wreckage to a secure location.

I just spoke with the aircraft salvage team, and they reported to me:

Left fuel tank: The left fuel tank had about 2 gallons of fuel present, the fuel tank was intact, and the fuel tank cap was found installed.

Right fuel tank: The right fuel tank had about $\frac{1}{4}$ of a gallon of fuel present, the fuel tank was intact, and the fuel tank cap was found installed.

Other: The fuel tank selector was found in the “both” position and there were no signs of a fuel leak on the airframe or at the accident site.

I know the Cessna 172H pilot’s operating handbook states that for each fuel tank, $\frac{1}{2}$ gallon of fuel is classified as unusable.

I did want to please ask – did the airplane run out of fuel on the takeoff? If so, that is okay, no worries, I just would like to know on my end please.

Thank you for the help.

Mike

Mike J. Hodges, MS

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From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN24LA102 (N8805Z, Cessna 172H) - Fuel Pumps Question
Date: Wednesday, February 7, 2024 18:03:01

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hello Mike.

I really appreciate your help. And here is my confirmation statement for your questions about the fuel pumps at the Terrell Municipal Airport (TRL):

My passenger and I checked and saw a notice 'the out of order or out of service' on the fuel pump. We realized the pump was not a self-service-style fuel pump. We tried to fly to TLR because of the cheap fuel price, not because we did not have enough gas.

If you have any more questions, please feel free to contact me at any time.
Thank you for your help.

Sincerely,
Jin Seong

2024년 2월 7일 (수) 오후 4:32, Michael Hodges [REDACTED] 님이 작성:

Hi Jin,

I have a question please about the fuel pumps at the Terrell Municipal Airport (TRL).

You mentioned that the fuel pumps at TRL were out of order when you tried to use them to refuel the airplane.

Were these the self-service style fuel pumps that you tried to use at TRL?

Were the fuel pumps broken and not working when you tried to use them?

Thank you again for the help.

Mike

Mike J. Hodges, MS

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