



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

April 19, 2019

Subject: ERA19LA151, N3795J, Cessna 150G, April 11, 2019, Fulton, New York.
Record of conversation with pilot, Michael Simpson

On April 19, 2019 Mr. Simpson provided the following information via telephone:

The flight was planned from the pilot's home base at Malone-Dufort Airport (MAL) Malone, New York to Oswego County Airport (FZY), Fulton, New York. A VFR flight plan was filed. The airplane was last flown on July 21, 2018, the engine was last run during an annual inspection on October 28, 2018. The pilot kept the airplane stored in a hangar with 100LL fuel in the fuel tanks. Prior to departure he topped off both fuel tanks with 100LL fuel, which required less than 5 gallons total.

The 2-hour flight was uneventful until the end. This was his first flight of the spring in the accident airplane. During the descent, the engine power was reduced and remained above 2,000 RPM. He entered the traffic pattern for runway 06. Just after he made the turn to the base leg of the pattern, he applied the carburetor heat and the engine "faltered" and lost partial power. The engine noise decreased but did not cease. He pushed the heat back in, and "some power returned but not much". He re-applied the carburetor heat and the engine stopped. He attempted to restart the engine but was unsuccessful. He then identified road and performed a forced landing to it. During the landing roll, the right wing struck a utility pole. The airplane came to rest inverted with both wings partially separated from the fuselage, about 100 yards from the Oswego County ambulance station.

He suffered a broken right wrist and a "bone-chip" injury to his shoulder. He attributed the lack of any further injury to the 4-point Hooker Harness restraint system that was installed by a previous owner.

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