



NTSB MEMORANDUM FOR RECORD

Adam Gerhardt
Air Safety Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 8/19/2020
Person Contacted: Don Katcoff (Pilot)
NTSB Accident Number: ERA20LA289

Narrative:

The following record contains a summary of what the pilot reported via telephone to the NTSB investigator-in-charge:

- He reported that he had about 160 hours of total flight hours in a C172. The accident occurred in a Cessna 150. The accident airplane was owned by his flight instructor.
- He did not take off with full fuel tanks due to weight and balance concerns. He believed there was about 3 hours' worth of fuel in the tanks, totaling 15 gallons. He believed he normally burns about 5 to 5.5 gallons per hour.
- He believed his route of flight was direct with varying cruising altitudes around 5,000 ft
- The power settings were higher than usual during the flight he recalled.
- About 5 miles from the destination airport (BHB), he announced his position, and believed he was about 3,000 ft. About 1,500 ft., he planned to enter left downwind.
- The engine then began to sputter and subsequently stopped producing power.
- He pumped the throttle and rocked the wings, but the engine did not produce power, although, the propeller continued to windmill.
- He began to look for a place to complete a forced landing, and saw a beach, but it was "rocky," so he changed course to land on the calm water in the inlet.
- He slowed the airplane as much as possible. The tail hit the water first, and the airplane did not nose over.
- Water began to come into the airplane immediately, and they both swam out immediately. The airplane sank and nosed over after they egressed.
- The fuel gauges were moving back and forth, and it was "close to empty". He stated, "it's possible we ran out gas." However, he believed the flight was about 2 hours and 10 minutes, and he should have had at least 3 hours of fuel on board.
- The master fuel switch was on.
- He stated that applying carburetor heat was not a part of his normal practice, since the airplane's he usually flies were fuel injected.
- He cannot recall if the carburetor heat was on or off.