

Ryan Jeffcoat



July 16, 2021

N8412M Accident

On April 3rd, 2021, John Anderson contacted me in regard to ferrying a newly purchased 1970 Cessna 150 Aerobat. The prebuy inspection was completed and was waiting for ADS-B compliance.

Before departing, per request of Mr. Anderson, I met with the previous owner, Tom. Tom invited me into his hanger so that I could do a preliminary check on the aircraft, I thoroughly inspected the aircraft as I would for any ferry flight. Tom and I taxied the aircraft to do a proper runup. We did a proper run up and everything functioned flawlessly.

Once the ADS-B compliance was completed, I waited for a break in the weather. The departure day was planned for July 13, 2021. When I arrived at the airport, I began my inspection as I walked to the aircraft, visually. I first got my fuel sump in my hands as well as the checklist for the aircraft. I began inside the aircraft, checking to make sure all the correct documents were in the aircraft as they should be. I continued my preflight with the interior of the aircraft, turned on the master and verified sufficient power was being supplied to the aircraft. I proceeded to lower the flaps and turned on the exterior lights to check the functionality. Everything worked accordingly, I turned off the exterior lights as well as the master. I verified that the fuel selector/shutoff valve was in the "on" position. Once I completed my inspection of the interior of the aircraft, I started my exterior inspection at the left door, I checked the landing gear and continued to the aft section of the aircraft. I checked the functionality of the control surfaces as well as their connections to the aircraft. I proceeded to make my way to the right side of the aircraft, again, verifying the functionality of the control surfaces and verifying there were not any abnormalities. I also checked the right landing gear before I continued making my way to the engine compartment. I opened the engine oil service panel to verify oil quantity, I noted that there were 5 $\frac{3}{4}$ quarts of oil. I strained the fuel within the engine as well and verified there was no water. I continued to visually inspect the engine using the service panel opening as well as the air vent openings within the cowling for cooling. I made my way to the left wing after I finished checking the engine and the nose of the aircraft. I checked the left side of the aircraft just as I did with the right side and I completed my preflight at the left door, where I started. I was satisfied with the preflight inspection.

Once the preflight was complete, I started the aircraft and the aircraft started without hesitation. I proceeded to taxi for fueling. Starting with the right wing, I nearly filled the fuel tanks but not full to the brim. I did the same for the left wing. I stowed away the fueling supplies and I

sumped the fuel in each wing. The left-wing tank had 2-3 considerably small droplets of water. I emptied my fuel sump and I sumped the tank 3 more times to insure there was not a trace of water remaining. I sumped the right wing and found no water, I sumped this tank 3 more times as well for personal security. After fueling the aircraft, I started the engine per the checklist, but I was not able to get the radios to work. I taxied the aircraft over to Karl, the mechanic. Karl took a look and discovered that one of the fuses had blown. Karl fixed the issue and told me that I was good to go.

Before departing, I completed an engine runup per the checklist. Starting with verifying the fuel selector/shutoff valve, I again verified it was in the "on" position, as well as verifying that the mixture control was in the full rich position. I began to throttle the aircraft to an RPM of 1700, per the checklist. I continued to the mag check, both dropped within their limits as they were supposed to. I checked the operation of the carb heat and verified a drop in RPM as well. I verified that the engine gauges were working properly and within their limits as well. Lastly, I checked the idle and I verified the idle was sufficient. Everything functioned as it should, nothing out of the ordinary occurred.

I then departed runway 5 at FA40, Hidden Lake Airport. The takeoff, climb out, as well as the first 20 minutes of the flight were uneventful. I climbed to an altitude of 1,500 feet because of a few scattered clouds with a base of 2,000 feet, this was to maintain VFR. I also chose this altitude to avoid the Tampa class Bravo airspace. I stayed west to maintain clear of the Brooksville class Delta airspace. Once I was clear of the clouds, I was about to start a climb. Once I made it to an altitude of 1,600-1,700 feet. Roughly 20-25 minutes into the flight, the engine had an audible loss of power. The aircraft started shaking immediately after the audible sound change. I immediately identified as Brooksville Airport being the closest airport within distance. I was 10nm northwest of the airport. I turned towards Brooksville immediately. Before completing the turn to Brooksville, the engine completely lost power. However, the propeller continued to spin freely. I got the airspeed under control and began my search for the best possible spot for a landing.

After finding a suitable landing location, I had my passenger read off the emergency procedure items, which were completed. I cycled the carb heat and I verified the mixture control was set to rich and I verified that the fuel selector/shutoff valve was in fact in the on position. I attempted to restart the aircraft and did not have any luck restarting the aircraft. I settled for the chosen landing site, and I informed my passenger as to what the plan was and what was going to happen. We then secured the aircraft for an emergency landing. As I turned final, I lowered the flaps completely to slow the aircraft enough for a landing. Once we came to a stop, I verified that myself and my passenger were okay, and we exited the aircraft and met at the tail section. I did not have cell reception, but my passenger did. I instructed my passenger to dial the emergency services and we were able to make our way through the thick wooded area to a narrow dirt road nearby. We waited for emergency services to arrive on scene. We were both thankfully uninjured and we were cleared by the EMTs after being checked out.

