



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

October 27, 2021

Subject: NTSB investigation ERA21LA384, N4100V, Cessna 150M, Hobe Sound, Florida, September 28, 2021. Pilot's statement.

The pilot provided the following information in an email to the FAA on 10/26/21:

The following is my account of what happened the day of 28 September 2021. I need to preface this account by informing you that since I suffered severe trauma to my head, my recollection of that day is spotty at best and I am not 100% confident in my memories. The following is my best effort to recall as much of that day as possible.

The flight started with a pre-flight inspection that found nothing out of the ordinary. The field I kept the aircraft (X59) was out of fuel so I needed to hop over to (X26) to fuel up. I landed at X26 and filled up before departing for a VFR flight. My intention was to head south along the coast and fly above the Delta airspaces of KVRB, KFPR, and then possibly do a touch and go at KSUA if the pattern wasn't busy. On the takeoff climb I noticed the Angle of Attack of the aircraft was higher than usual and the climb performance was less than expected. Judging by the heat and the fact I was full of fuel I determined it was probably due to that. Clouds were relatively low so I didn't mind staying low. Considering the plan was to fly over the Delta airspace I do not remember what pathing I took to get as far South as I was. I just don't remember. I have no idea how I got as far South as I was because I never fly South of KSUA. The airspace is too busy for my liking so I'm unsure why I was that far South. I do remember monitoring the gages as the performance of the aircraft had me concerned. Once I determined I was losing performance and could not make it to an airfield I pitched for best glide, trimmed the aircraft to help hold best glide and picked a place to put it down. There were lots of trees and not many places to pick. I picked a spot at my 9 o'clock and began a power-off 180. I scanned the area looking for smoke on the ground to try and determine the direction of the wind. No smoke was visible so I looked for any bodies of water that could help me determine the same. That too was not visible. I continued my approach which I remember was stable and stayed between 500 and 700 FPM descent rate. At the point of the roundout and the flare the aircraft began to stall. The right wing dropped and I corrected for what could have

developed into a low altitude spin. The wings leveled out just as I impacted the ground. I remember the impact, and then I remember waking up 4 days later.

This is my best recollection and I just want it to be known that this account in my head has changed in the last several weeks. I'm not 100% confident in this recollection.

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