



## MEMORANDUM FOR RECORD

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: March 23, 2022**  
**Subject: Information Obtained from Anthony Angelovesky (Student Pilot)**  
**NTSB Case Number: ERA22LA157**

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According to Mr. Angelovesky, He wanted to learn to fly, and had done a Google Search, and found Mr. Pennington's company.

He was under instruction when the accident occurred. This was his second flight with Mr. Pennington. The first occurring about 2-weeks before.

Prior to the flight, Mr. Pennington did a walkaround, and explained to Mr. Angelovesky what he was doing as they walked around the airplane.

Mr. Pennington then put fuel in the airplane from a Jerry Can and then checked the oil.

After "a little ground training" they "flew around a little."

While they were flying around, the engine sputtered and Mr. Pennington took over control.

He said that the engine had failed. He was very calm about it.

He explained that they were going to land in the water and that the airplane might flip.

After the airplane flipped over, they were able to get out by themselves.

The water was only about waist deep between Mr. Angelovesky's waist and mid-thigh.

When asked if he remembered if Mr. Pennington had used a checklist while doing the preflight and while in the airplane, Mr. Angelovesky, said he did not remember him using a checklist at either time.

When asked if he remembered him using a checklist during the emergency, Mr. Angelovesky said he did not remember him using a checklist at that time either.



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**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: May 4, 2022**  
**Subject: Information Provided by Mr. Ryan Pennington (Flight Instructor)**  
**NTSB Case Number: ERA22LA157**

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According to Mr. Pennington, he and his student Mr. Angelovski, practiced taxiing the airplane for awhile before takeoff.

Mr. Pennington did not use a checklist during the preflight inspection and used a CIGAR mental checklist prior to takeoff.

There was a checklist and pilot's operating handbook onboard in a binder which he "grabbed" when they left the airplane.

When the engine lost power, he "worked the throttle in and out," and when the engine stopped producing power, he "pulled the carburetor heat out."

The airplane had a Peterson STC, and he would use premium automotive gasoline in the airplane.

He was unaware that he was not supposed to use gasoline with ethanol in the airplane.

He advised that he should have left himself enough room to clear the trees around the lake.