



RECORD OF CONVERSATION

Witness Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: July 8, 2022
Person Contacted: Lisa Baum, passenger
Contact # [REDACTED]
Accident Number: ERA22LA298

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Ms. Baum was contacted by phone on July 8, 2022, at 1141 EDT. She was called at [REDACTED], which was her hospital phone. She provided a cell number of [REDACTED] and an e-mail address of [REDACTED].

At the beginning of the interview, she was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. She was also informed that the purpose of an NTSB investigation is for safety only.

I inquired as to whether Ms. Baum recalled the accident, and she stated that she did; however, her timeline might not be correct. She stated that she and Mr. Jones had flown from Connecticut and stopped at Skyhaven Airport in Pennsylvania to fuel on the way back to Ohio. They saw Fulton and Canton airports and things were fine. Mr. Jones keeps his airplane at Skypark which is in Wadsworth, Ohio, and that is where they were headed.

She stated that "all of a sudden, everything got quiet." She asked Mr. Jones what happened, and he responded, "we're out of fuel." It felt like a minute later they hit the ground. Mr. Jones made a radio call (she believes to Fulton) and said, "We're in trouble. We're out of fuel. Where do you want us to go?"

She stated that Mr. Jones is the most conscientious person she knows, and he had made no comment as to needing fuel. She does not recall anything he did in the airplane after the engine stopped producing power and stated that he was focused on getting down. The plan was to try for a smooth landing but "it didn't feel like that happened." Some people have indicated that they hit a tree, but she does not recall that.

She added that they left home on Saturday, July 2, and fueled on the way to Connecticut, when they also got something to eat. She recalled that when they returned to the airplane after eating, there was a little drip outside the pilot side wing and Mr. Jones was under the pilot-side wing fiddling with something where the leak was and

he thought he took care of it. Her understanding was that Mr. Jones felt the fueler had simply overfilled the tank, but that it was an overflow and not a leak.

Other than his comment about running out of fuel after the engine stopped producing power, she recalled no other comment during the accident flight from Mr. Jones about fuel, fuel indications, leakage, or stopping for fuel.

The call ended 1156 EDT

The digest was e-mailed to her for review on July 8, 2022. She replied on July 10, 2022, at 1725 EDT with no edits. She called on July 11, 2022, and after asking some questions, indicated that the record was accurate as written. The final digest was e-mailed to her on July 11, 2022.

Spencer Lynn

From: Borges, Jose R (FAA) [REDACTED] >
Sent: Friday, July 8, 2022 6:48 AM
To: Spencer Lynn
Subject: FW: N12115 C-172 accident

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Just received this morning,

Will follow up with his mechanic and look for a repair during the wing tear down.

In the field today, you can contact me at my cell

From: Skyhaven Airport [REDACTED] >
Sent: Thursday, July 07, 2022 5:51 PM
To: Borges, Jose R (FAA) [REDACTED] >
Subject: Re: N12115 C-172 accident

Hello, I should be able to forward a fuel statement from our tank with card number tomorrow. I don't have a receipt copy but I believe it printed one for Mr Jones but he would have it.

Mr Jones did not mention how much he had onboard but he did say the line person in Connecticut had filled the tanks up to the base of the caps so I would call that full at that time.

The Flight Aware track for the previous flight from Connecticut to 76N has errors in the track. If you look at the track log it appears frozen for altitude and speed for the first 20 min so that flight may have been shorter than 2 hours.

It was 150 NM so I would figure a cruise of about 100 knots with the 172 and 1.5 hours not 2 hrs. Maybe a bit longer with winds.

He mentioned to me that his mechanic had removed I believe the left tank before the trip to repair a leaking vent line. I took this to be replacing the rubber hose coupling for the crossover line to connect the right wing tank to the left fuel tank because they share a common vent in the left wing of the 172. He mentioned when the tank was removed it needed a weld repair before reinstalling.

He also said he kept the fuel level below the filler neck of the tanks. I don't know if that was for expansion when on the ramp or for another leak?

I did see him put fuel in both wing tanks here so he would have been able to visually see the fuel but I did not see him stick the tanks to determine fuel level. He may have done this while I was not paying attention though.

I'll forward the fuel pumped info as soon as I get it

Morgan Gay
[REDACTED]

From: Skyhaven Airport [REDACTED] >
Sent: Wednesday, July 6, 2022 9:19 AM
To: Harowicz, Richard (FAA) <[REDACTED]>
Subject: Cessna 172 Accident N12115

Akron Cessna 172 Accident N12115 July 4 2022

<https://www.cleveland19.com/2022/07/04/...cials-say/>

Stop & landed in Pa with no fuel, so 2 takeoffs & climbouts. Made 4:20 minutes in the air. [/quote] Also has been showing they departed Chambers Field in PA. This is just where flight aware ADSB picked them up.

This is wrong. He landed at 76N Skyhaven Tunkhannock Pa and I watched him fuel the airplane. I believe he topped both tanks. He had come from Connecticut and flew about 2 hours. Put In about 22 Gallons if I remember right. I can check. My price is \$6.25 per gallon

He made 2 approaches to land. Approach looked good but he was flaring too high. The first time he went around and was very slow airspeed high nose up pitch. Then he retracted flaps and kept the same nose high angle. We went out to the end of the ramp to make sure he made it because some buildings blocked the view. Stall horn must have gone off the whole time because it looked very slow and nose high. Then he made a pretty normal second approach. I told my son to video the second approach just in case.

The second approach was fine other. Flared ok with some pitching around in the flare. He landed ok and taxied in to the 100LL pump. Wind was down the runway and light.

I talked to him and his wife. They said where they lived and about the trip. His runway at home is narrow like ours. At first I figured he had a site picture problem from landing at Akron all the time but he was from a smaller flying community.

They said their route would take them to stop in St Marys PA or Dubois. I suggested staying closer to route 80 instead of direct from here because there are a lot more places to force land. He was shaken about his landing and said a few times how bad it was. The go around honestly was much worse than the landing. Landing was not too bad.

So I told them how to get next door for drinks and snacks at the gas station and invited them to sit on the airport porch in the shade. They talked a while after coming back and were probably there almost 1/2 hour before leaving. Takeoff was normal from what others said but I did not see it. The flight aware climb speed looks very low. Cruise numbers appear normal or a bit fast actually.

From the track it appears they went direct to Akron from here. The ground speed in climb after departure appears slow and cruise speed appears fast for that model 172. High power setting increased fuel burn. A look at winds aloft for that day might help. The airplane had one nose pant and no main wheel pants installed.

He did mention they had work done to the left tank recently due to a vent tube leak and on removal it had to be welded due to a crack. He said he was irritated a bit the line guy in Connecticut had filled the airplane instead of leaving the level below the necks. Sounds like it still had an unresolved leak. A look at how much fuel was added at Connecticut to match up to last flights and fuel stop in Dubois on trip out could determine fuel burn per hour better. Connect the info from Flightaware for total flight times.

The fuel amount he put on here it seemed about right for after a 2 hour flight full rich with no leaning with takeoff and climb. I suspect it was full rich for the whole flight to Akron but evens still if it was full there should have been enough fuel based on time of flight 2 hrs 39 min. Unless it was not full when he left here or a cap / venting leak of some kind. Or one tank was not feeding correctly after removal.

Either way I thought they were primed to stop somewhere not sure why they continued.

Morgan Gay
[REDACTED]