



RECORD OF CONVERSATION

Pilot Statement

Christopher Freeze
Air Safety Investigator
Eastern Region Aviation

Date: August 24, 2022
Person Contacted: Remy Colin (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA381

Narrative:

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

Mr. Colin was contacted by phone on Wednesday, August 24, 2022 at 9:32 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

Mr. Colin recounted the chain of events leading up to the accident. He was conducting a test flight of the airplane since it had just completed its annual inspection. He checked the fuel during the preflight inspection, and he had expected there to be about 1.5 hours of fuel on board the airplane given when it was last fueled; however, it "was low" and he didn't trust the gauges. He had wanted to make a flight to Daytona Beach yet was advised by his mechanic to keep the flight short – less than 45 minutes – and return to the airport. He was going to return and then realized he was experiencing static on his radios, so he left the traffic pattern to attempt to troubleshoot the radio. Once he concluded his efforts, he turned back towards the airport and the engine quit.

Having only time for a single 360-degree turn to land and knowing that a Cessna 182 does not glide well, he concluded there were few good options for a safe landing, especially in light of the motor vehicle traffic that afternoon. With his final 50 feet or so of attitude, he saw a nice street with traffic stopped at a red light – selecting it for his landing spot. Clearing a power line, he slowed the plane to just short of stall speed to minimize ground speed and forward momentum. After impact, he maintained some control of the plane still, and turned it into a driveway. Aside from light bruises that have quickly healed, he suffered no injuries from the accident.

The pilot agreed that there were no pre-impact anomalies or malfunctions that contributed to the accident, saying there were no issue other than the amount of fuel: "I take full responsibility because I misjudged it. I knew it was low but I didn't know it was that low."

The pilot was resent via email the NTSB form 6120 and asked to complete it. The call ended at 9:41 am.

The digest was e-mailed to him for review on August 24, 2022. He responded the same day indicating that he had no edits. The final digest was e-mailed to him on August 24, 2022.