

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 10:00	DATE 02/07/2024
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Rebekka Guyon, PIC. Nancy Kamieniecki, Mother.			
SUBJECT PIC interview regarding N7682U			
DIGEST			
Interviewed PIC of N7682U at West Penn Hospital on 07Feb2024. The PIC stated that they had performed 4 hours of flight planning with her CFI on Saturday January 13th, in preparation for the cross-country flight, originally planned for Sunday the 14th. This planning included three (3) routes. Plan A was a Northern Route from BVY-ELM-CLE-TOL-DET. Plan B was a mid-route although she could not recall the planned enroute stops. Plan C was a Southern Route from BVY-ABE-AGC-TOL-DET. She detailed the preparation which included weather charts for 12 and 24 outlooks, and weight and balance which she stated was not over gross weight but was near MGTW and she believes she calculated 1550 to 1600 pounds. Her CFI reviewed Emergency and Abnormal Procedures. The PIC stated that she cancelled the flight on Sunday due to weather conditions and planned to make the flight on Monday the 15th. The PIC performed a preflight inspection on Sunday the 14th and fueled the aircraft for the Monday flight. The PIC arrived a BVY at 0600 on Monday the 15th, performed a preflight inspection, with no faults noted, confirmed full fuel tanks, and started the VFR cross-country flight at approximately 0730. At approximately 1.5 hours into the flight, the PIC diverted to ALB to check fuel quantity, as it appeared the fuel quantity was lower than expected. The PIC landed at ALB at approximately 0931 with no issue, checked fuel quantity, requested a top-off, and received 13 gallons of 100LL from Million Air at ALB. The PIC stated that they performed planning for the next leg from ALB to YNG, performed a preflight inspection, with no faults noted, confirmed full fuel tanks, and started the next leg of the VFR cross-country flight from ALB to YNG, taking off at approximately 1045. At 1409 (1909Z) the PIC notified ATC that they would be landing at Venango (FKL), for fuel. The PIC stated that the reason for landing at FKL was that the fuel price was approximately two (2) dollars cheaper per gallon than YNG. At 1419 (1919Z) the PIC started the decent for landing at FKL. The PIC did not recall why the decent was started early, at approximately 30 miles out from FKL. The PIC recalled completing			
CONCLUSION, ACTION TAKEN, OR REQUIRED Completed ATQA.			
DATE 2/7/2024	TITLE Aviation Safety Inspector	SIGNATURE DANIEL WELMS Digitally signed by DANIEL WELMS Date: 2024.02.13 13:17:02 -05'00'	

the landing checklist prior to entering the pattern for runway 21. The PIC stated that while on a 45-degree transition from base to final, for runway 21, the throttle would not respond to any inputs, and that the engine quit running shortly thereafter. At this same time, the PIC stated that they were planning on doing a missed approach / go-around, to get a better picture of the airfield, since they were not lined up correctly to do a proper base to final approach for runway 21. The PIC stated that they were not in position make a landing attempt on runway 12 or runway 3 and attempted to land on taxiway foxtrot. When the PIC knew that taxiway foxtrot was not an option to land, they remember reaching for the flap handle to put flaps full down, attempting to bleed off airspeed but could not remember if they activated the flap switch before impacting the terrain. When asked about the whereabouts of the propeller spinner for the aircraft, the PIC stated that it was removed by the "A&P" a few months prior.