

2024-01-15 2:24pm (19:24Z) N7682U crash at KFKL Venango Regional Airport, Franklin PA

Technical/factual points to make, and some questions:

- One month before this trip, before extended-country was approved by TFC, TFC requested and Pilot submitted by email to TFC a route plan proposal including charts, airports, legs, etc. Plan A and B. Pilot followed neither plan. Neither ABL nor FKL were on pilot's proposed flight plan.

From: Rebekka Guyon [REDACTED]
Subject: Re: Extended cross country Jan '24?
Date: December 14, 2023 at 11:14 AM
To: Ted Acworth from Tech Flight Corp [REDACTED]



So, this is all penciled in since it's weather dependent and I haven't finalized a plan (just spitballing rough ideas).

Tentative routes with approximate fuel stops:

KBVY → KDET

Route: option 1 KBVY → KSYR (fuel) → KIAG (sightsee Niagara Falls, final fuel stop) → fly through Canadian airspace → KDF-I

following [AIM 5-6-5. Civil Aircraft Operations To or From U.S. Territorial Airspace Civil Aircraft](#)

Route: option 2 KBVY → KITH (fuel) → KFRJ → KPCW → KDIW → KDF-I

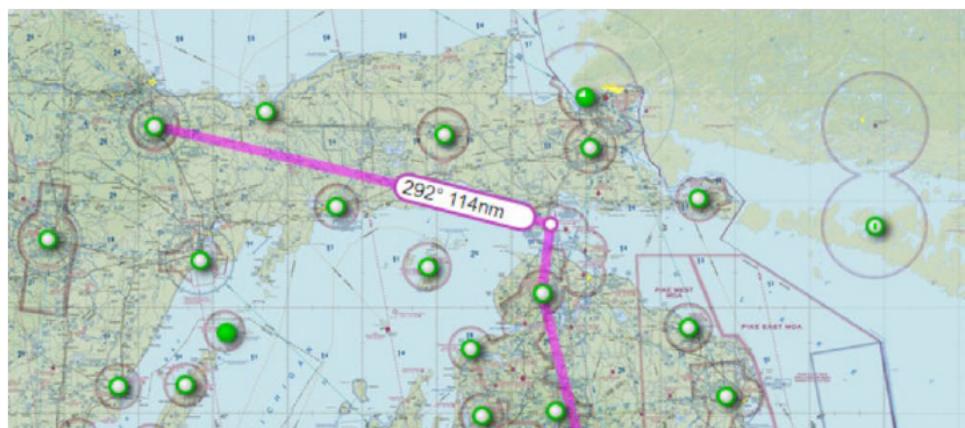
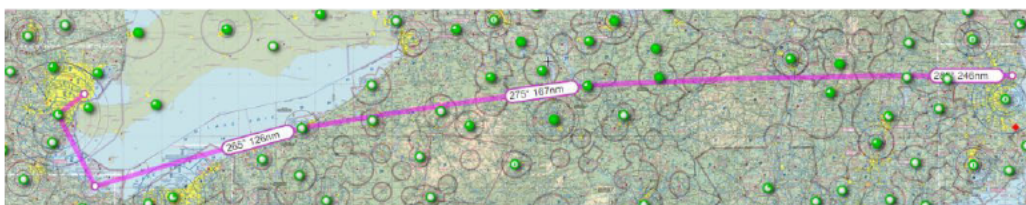
KDET → KSAW

Route: KDET → KMBS → KPUN (fuel) → 83D (Mackinac Bridge crossing, climb to higher altitude for glide distance) → KSAW

Additionally, I will be meeting with TIA for flight planning logistics, fuel stops and alternatives, minimizing/avoiding any water crossings, weather, and other items prior to departure.

I would plan to leave early on a Saturday ~7am and fly to KDF-I ideally in one day (weather pending). I would stay with family in Detroit for about 5/6 days or so, then weather permitting, especially if being January and increased frost/ice potential I would head up to Sawyer/Marquette to visit family for another 5/6 days.

KBVY to KDF-I (1 day) → stay in Detroit 5/6 days → KDF-I to KSAW (1 day) → stay in Sawyer/Marquette 5/6 days → KSAW to KDF-I (1 day) → leave following day KDET to KBVY (1 day) total approximate time is 14-16 days



Pilot met in person with her instructor on multiple occasions to plan her trip.

Pilot made no mention to TFC or instructor about carrying a pig.

Pilot carried a pig on board

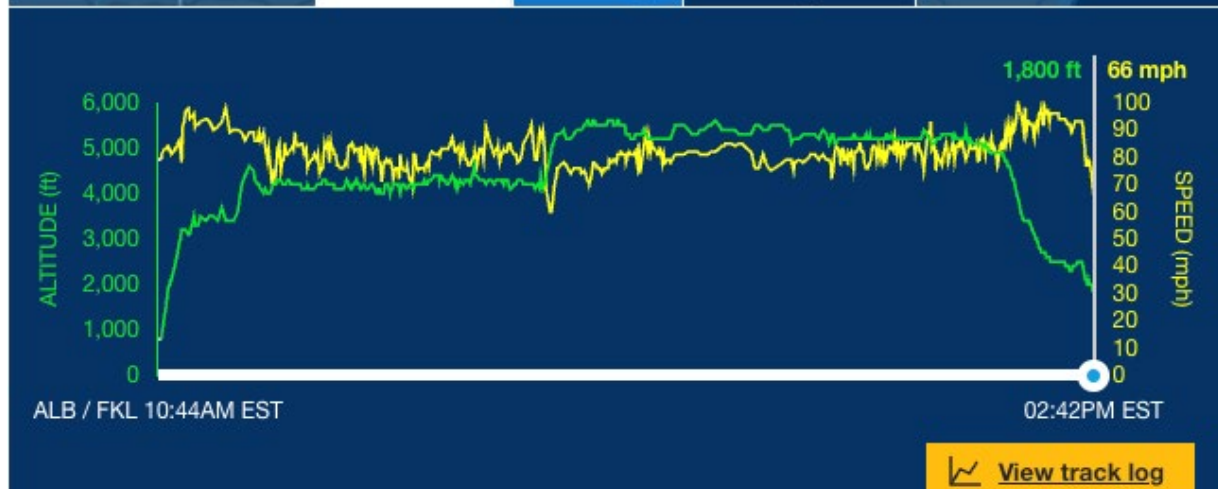


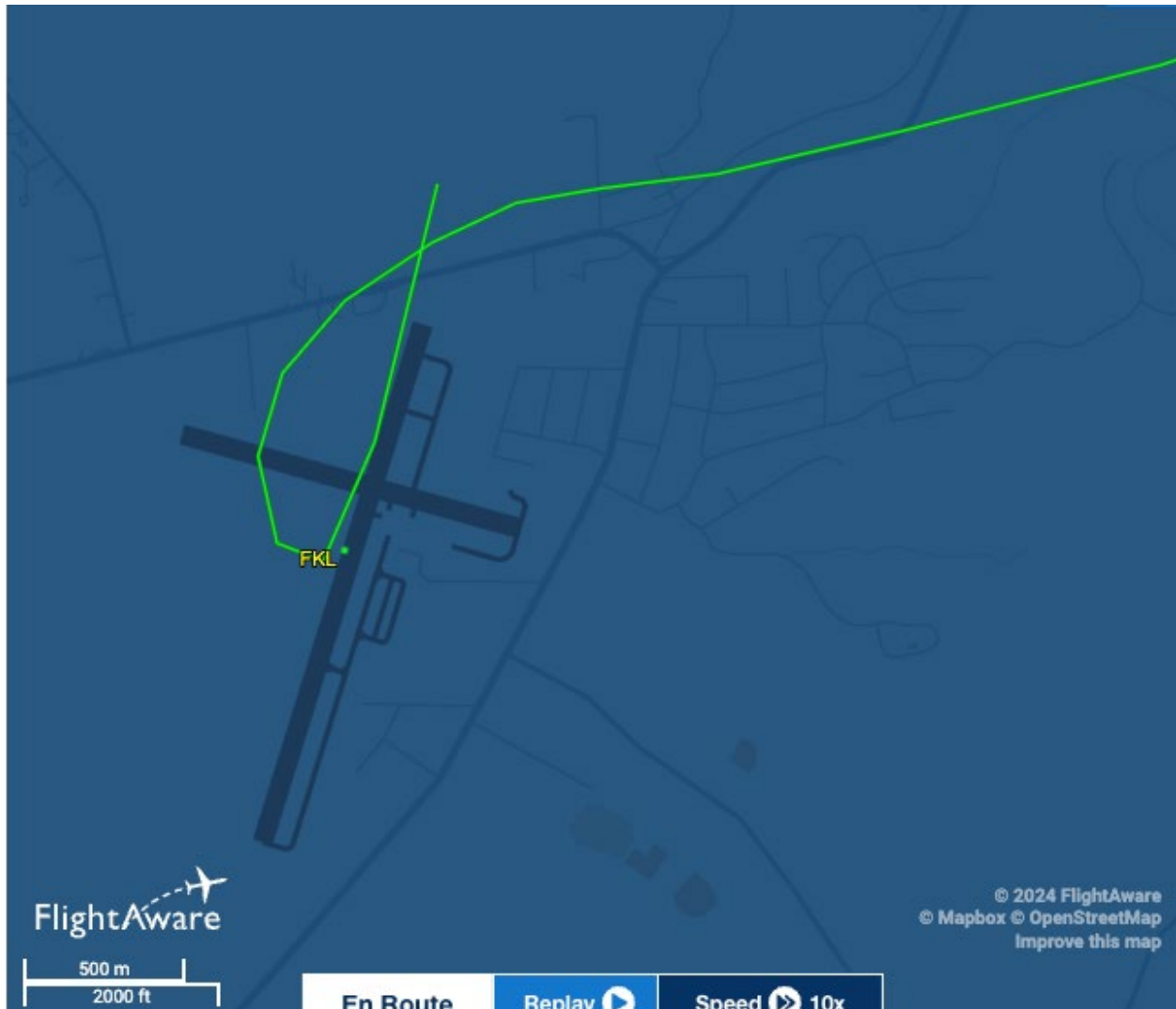
Pig appears to be approx 50 lbs. Was the Pig contained in a kennel on board? (Unlikely that a kennel would fit in a C150). Or was pig free to move about the cabin? Animals often feel most stress during descent when pressure increases (eardrum pressure), and speed, maneuvering and noise increase. Pig on board would have been distraction, extra weight = more fuel. Pig movement about cabin would have been shifting W&B, possible interference with flight controls and panel switches.

It is unclear if

A) Pig is a pet of pilot and pilot was intending to carry Pig for entire ~24 hour, 2 week trip. OR,
B) Pilot was carrying pig as part of an animal rescue transport, for this leg and possibly more flight legs. If FKL was destination for animal rescue delivery, there would have been a vehicle at FKL to meet aircraft and take possession of pig.

Flightaware data (<https://www.flightaware.com/live/flight/N7682U/history/20240115/1544Z/KALB/KFKL>) shows:





- En-route altitude of 4,000 and then 5,000 feet, VFR altitude should have been 4,500, 6,500, etc.
- There were forecast and actual strong headwinds during the flight. Ground speed during cruise was ~80MPH.
- Flight duration was 3h 58m. Add engine running time on ground at ALB departure point. Fuel endurance very questionable.
- Route of flight was direct without deviation from ALB to FKL. No deviation observed.

Per FlightAware, the trip from ALB to FKL took 3hours and 58 minutes. If we assume that the plane was flying at 5,000 feet at 60% power, we are looking at somewhere between 4.7 and 5 gal/hr. or 19 or 20 gallons at cruise with engine leaned per POH instructions. Add another gallon for the climb plus 0.8 gals for start-up, taxi, and takeoff (per the book) and we are over 20 gallons for the flight.

From the Cessna 150M POH:

PERFORMANCE-
SPECIFICATIONS

CESSNA
MODEL 150M

PERFORMANCE - SPECIFICATIONS

SPEED:

Maximum at Sea Level	.109 KNOTS
Cruise, 75% Power at 7000 Ft	.106 KNOTS

CRUISE: Recommended Lean Mixture with fuel allowance for engine start, taxi, takeoff, climb and 45 minutes reserve at 45% power.

75% Power at 7000 Ft	Range	340 NM
22.5 Gallons Usable Fuel	Time	3.3 HRS

What power setting did the pilot choose for the cruise?

Did the pilot properly lean the engine?

Was the fuel system dry at the crash site investigation?

Did pilot utilize ATC Flight Following during flight?

FKL airport reported zero radio communication on CTAF as aircraft entered FKL Class E airspace.

There is a solid background and relationship between TFC and two instructors. We've reached out to Pilot by phone and text, and her mother, but have had no reply (still as of Jan 19, 10amET). We are very concerned for Pilot's medical condition and wellbeing.

Since the crash, it's reported that pilot has repeatedly reached out the animal shelter to inquire about her pig.

Reported that pilot's mother and sister flew in from Detroit on Jan 16 to be with the Pilot.

Pilot's sister called FKL on Jan 16 to thank for their help.

From crash site photos:

- Flaps were full down position at crash site. (Electrically operated).
- Propeller not spinning at impact. [REDACTED]
- Airplane was packed full with personal belongings. Where did the pig fit?

Logbooks and registrations for 7682U are Current and complete

AIRCRAFT MAINTENANCE RECORD

Page No. _____

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
CARRIED FORWARD →		Checked p/boards on inst. panel. Checked condition of fuel caps
5/27/22		Tach 5532.6 Test flight performed

NO. A102253 Airframe page 1 of 1

Air Bear Aviation, Inc. 191 Oldbury Street, Danvers, MA 01923

N7682U
TACH: 5634.0
CESSNA, 150M, S/N: 15077898
September 16, 2022

Removed and replaced RH Outboard Leading edge skin photo 2002-57 Ref. AG43.1314 Chap 4. Primed and painted.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Air Bear Aviation, Inc. under logbook entry: A102253.

Joe Burdette A&P 3846791

NO. A102563 Airframe page 1 of 1

Air Bear Aviation, Inc. 191 Oldbury Street, Danvers, MA 01923

N7682U
TACH: 1119.2
CESSNA, 150M, S/N: 15077898
November 07, 2022

Jacked aircraft. Removed nose wheel assembly. Disassembled wheel. Replaced tube with new 500-5 natural rubber tube. Reassembled wheel. Installed wheel assembly to aircraft. Serviced tire per Cessna PDI. Removed aircraft from jacks.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Air Bear Aviation, Inc. under logbook entry: A102563.

Mich Foss A&P 3356740

02/06/2023
Tach: 5749.9

Lawrence Airmotive LLC



Lawrence Municipal Airport
492 Sutton St.
N. Andover, MA 01845

N7682U

Removed and replaced fuel tank vent line with McFarlane Aviation MC0400311-119.
Replaced cowl fastener receptacle with new.

Date: 05/23/2023 AC: N7682U Tach: 5803.7 ACTT: 6020.7

CW with an annual inspection IAW FAR 43 Appendix D. CW AD 11-10-09 seat rails by inspection IAW paragraph G. All other AD through Bi-weekly 2023-10 are current. Elt ops check good battery good until October 2023. Lubed all hinges and and repack wheel bearings. Brake pads are good. Open and inspect wings and lube jack screw for flaps. Run up ok and return to service in airworthy condition.

John McGroerty

IA

SUB-TOTAL THIS PAGE

TOTAL - CARRY FORWARD TO NEXT PAGE

Page No.

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