



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR18LA056
Aircraft Registration & Make/Model: N6627G; Cessna 150
Accident Location: Perris, California
Accident Date: December 25, 2017

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Constantin Belov
Accident Pilot

Interview Date & Time; January 3, 2018; 1445 PT

The pilot reported that he performed his preflight inspection in accordance with the pilot's operating handbook. During this time he performed the following steps:

- Removed the control lock
- Drained fuel from the left wing
- Walked around the airplane to inspect the control surfaces
- Drained fuel from the right wing
- Checked the oil
- Checked the propeller for scuffs on the leading edge
- Checked the back plate behind the propeller
- And pulled the static tube cover

The engine started normally and he then taxied the airplane to the airport run-up area. Below are the steps he performed during his run-up:

- Checked switches
- Checked fuel valve
- Ensured primer was fully in and locked
- Advanced mixture control knob to full rich position
- Ran the engine up to 1,700 rpm and checked the mag drop differential less than 75 rpm



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Interview #1 Summary

Robert Michaelson
FAA Inspector

Interview Date & Time; December 26, 2017; 1500 PT

According to Mr. Michaelson, the airplane sustained substantial damage to the firewall, engine mounts and fuselage.



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Interview #1 Summary

Mark Keaney
MSA Carburetors

Interview Date & Time; May 13, 2019; 0632 PT

According to Mr. Keaney, debris does not normally enter the float bowl area, which is a sealed container. If the butterfly is open, dirt could enter the throat, but not the float bowl cavity. A photograph from the examination showed that the fuel drain plug was completely obstructed. The plug is adjacent to the fuel pick up tube. He further remarked that debris found in the float bowl and the obstructed drain plug is evidence that the fuel pickup tube could have become momentarily obstructed, inhibited fuel flow to the carburetor throat, and caused a loss of power.