



MEMORANDUM FOR RECORD

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

NTSB Accident Number: WPR19LA160
Aircraft Registration & Make/Model: N6617F; Cessna 150F
Accident Location: Davis, California
Accident Date: June 6, 2019

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

Interview #1 Summary

Cecil McLemore
Owner of Accident Airplane

Interview Date; June 25, 2019 – 1338 PT

According to Mr. McLemore, he purchased the accident airplane in February 2013 with the intention of leasing it back to an instructor at his local airport as a training airplane, but the school closed its doors about 2 years later due to a lack of customers. Mr. McLemore subsequently performed a major service on the airplane with an engine rebuild and by replacing the rear carry through spar. During this time the airplane was out of service from 2014 to about March 2019 and stored in an airplane hangar. The airplane came out of service in March 2019 and was then stored on the ramp of the airport. It accumulated a total of about 15 flight hours between this time and the day of the accident.



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Interview #1 Summary

Chris Peterson
SkyDance Skydiving, Operator of Fuel Farm

Interview Date; April 23, 2020 – 1549 PT

The fuel farm used by the pilot to refuel the airplane before the accident flight was managed by SkyDance Skydiving. According to a representative of the company, they sump the fuel farm tanks daily and had never observed water contamination in their tanks nor had they received any complaints of a water contamination event.



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Interview #1 Summary

Owen Hughes
Accident Pilot

Interview Date; June 9, 2019 – 2023 PT

According to Mr. Hughes, the total distance of the flight was about 118 nm. Prior to their departure he observed some water and debris in the fuel system and continued to sump the tanks using a fuel strainer with a Phillips head. He didn't observe any water in the gascolator when he sumped it. Before he refueled the airplane he observed 4 gallons on one side and 8 gallons on the other side. After he refueled the airplane had 26 gallons total (full tanks), evenly balanced between both wing fuel tanks. He stated that he was friends with the owner of the airplane.

Interview #2 Summary

Owen Hughes
Accident Pilot

Interview Date; June 25, 2019 – 1407 PT

Mr. Hughes reported that his son and him had flown the airplane a total of about 4 hours by the time of the accident. During each of their previous flight, which consisted of two flights the month prior to the accident, they observed water in the fuel tanks when they were sumped.



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Interview #1 Summary

Andrew Hall
Textron Aviation

Interview Date; April 23, 2020 – 1500 PT

A representative of the airplane manufacturer reported that it is possible for the engine to experience a delayed ingestion of water. When the fuel tanks are agitated, they hold water in suspension. After the water settles, there are areas in the wing where it can reside for long periods of time before the water is carried through the fuel system. Further, the fuel strainer, which is downstream of the fuel selector and fuel tanks, receives fuel from a port at the bottom and expels it from another port near the top of the strainer. If water is introduced into the fuel system and the strainer bowl is filled with water, the engine can ingest water and quit. This can happen after a few hours of flight.