



MEMORANDUM FOR RECORD

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

NTSB Accident Number: WPR21LA121
Aircraft Registration & Make/Model: N60290; Cessna 150
Accident Location: Lodi, California
Accident Date: March 3, 2021

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

Interview #1 Summary

Adam Brooks
Accident Pilot

Electronic mail correspondence date and time; March 15, 2021; 0938

From: Adam Brooks [REDACTED]

Sent: Monday, March 15, 2021 9:38 AM
To: Stein Stephen <[REDACTED]>
Subject: Re: Fwd: WPR21LA121 Lodi, CA-N60290

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Hi Stephen,

1) 2450 RPM

2) My 150 had a serious issue with carb ice, which is why I added the carb temp gauge. After reading a ton of forums and talking to multiple A&P's, I accepted that this was normal for my plane and regular use of carb heat was the best way to manage it. I would adjust the carb heat so the temp gauge read 45 degrees, and then lean out to best RPM.

Adam

Interview #2 Summary

Adam Brooks
Accident Pilot

Electronic mail correspondence date and time; September 2, 2021; 1734

From: Adam Brooks <[REDACTED]>
Sent: Thursday, September 2, 2021 5:34 PM
To: Stein Stephen <[REDACTED]>
Subject: Re: WPR21LA121 Lodi, CA-N60290

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Mr. Stein,

Thank you for the update! I had been using that same number, but had trouble finding the report on the website. I was only able to locate the "Major Investigations."

I only ever used 100LL in the approximately 60 hours I flew it.. I don't remember exactly now, but in looking at my credit card statements, I am guessing the following:

3/1 - KTRM - approximately 13 gallons - Self-serve
3/1 - KSBA - approximately 10 gallons - Self-serve
3/2 - KCCR - approximately 11 gallons - Sterling Aviation Full Service
3/2 - 1O3 - approximately 12 gallons - Self-serve
3/3 - KCCR - approximately 16 gallons - Sterling Aviation Full Service

Let me know if you need anything else!

Adam Brooks
[REDACTED]

Interview #3 Summary

Adam Brooks
Accident Pilot

Electronic mail correspondence date and time; September 7, 2021; 1151

From: Adam Brooks <[REDACTED]>
Sent: Tuesday, September 7, 2021 11:51:54 AM
To: Stein Stephen <[REDACTED]>
Subject: Re: WPR21LA121 Lodi, CA-N60290

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Mr. Stein,

I do not know for sure, but there was never any mention of using anything other than 100LL.

Thank you for the link.

Adam

On Tuesday, September 7, 2021, 10:01:18 AM PDT, Stein Stephen
[REDACTED] wrote:

Hi Adam,

Thank you for getting back to me on this. Do you know what kind of fuel the previous owner used?

Interview #4 Summary

Adam Brooks
Accident Pilot

Electronic mail correspondence date and time; April 14, 2022; 0848

Re: WPR21LA121 Lodi, CA-N60290



Adam Brooks <[REDACTED]>
To: Stein, Stephen

From: Adam Brooks <[REDACTED]>
Sent: Thursday, April 14, 2022 8:48 PM
To: Stein, Stephen <[REDACTED]>
Subject: Re: WPR21LA121 Lodi, CA-N60290

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Stephen,

Thank you for the e-mail!

I remember I would lean to base RPM and then enriches approximately 3 turns. I don't recall what the previous owner said he did for the first 230ish hours after overhaul.

I had an EGT gauge installed when I upgraded the avionics but I didn't use it to lean. I think I remember it had gotten rough before peak EGT when I tried it, so as a super new pilot, I just never felt safe using it.

I am looking forward to reading the report. Was there something I should have done different or was this inevitable due to something being done incorrectly during overhaul?

Not sure if you have the propeller or not, but my Dad is hoping to have it for his wall. Should I expect the plane will be fully saleable soon?

Thank you sir,

Adam Brooks