



RECORD OF CONVERSATION

James Bledsoe
Air Safety Investigator
Western Pacific Region

Date: Mar 4, 2021
Person Contacted: Pilot Madison Stieber
NTSB Accident Number: WPR21LA122

Narrative:

The following is a synopsis of the information provided by Ms. Madison Stieber in a telephone conversation on this date:

- Ms. Madison Stieber prior to this interview spoke with FAA FSDO, Rick Chagnon now with Scottsdale AZ FSDO.
- Rented from Outlaw Aviation. July 2020 PPL from Outlaw Aviation. Did some instrument training but decided to wait until moving to Denver.
- Plane flew earlier with a different pilot and was late retuning. Madison had scheduled the plane for 1600 in 56L. Ran late because of previous flight training was late returning. Flight was a sunset pleasure flight with her friend Conner.
- Departed at 1630 as she confirmed from a text she sent to her boyfriend.
- Checked both tanks were over 8 gallons. Had plenty for the flight. Wanted to fill up after flight to get back before dark. Very aware of fuel and had plenty for the flight. Outlaw aviation rents airplanes wet.
- No “symptoms” except...primed engine once, started then died. Not unusual. It started and ran fine on second attempt.
- Runup had a bigger drop then normal during ground lean. C172 usually has a smaller RPM drop.
- Route of flight Sisters (1630), Bend (**3 touch and go**) full rich, leaned enroute to Redmond (one touch and go), left it lean going to Sisters.
- Stated fuel burn “up to” 8 gph. Normal leaning on ground, RPM dropped more than normal. Always lean at altitude. Didn’t lean for a little while, we were at a really low altitude, kept it where it was. “Climbed to 7,500 going to Redmond then leaned. The only time I touched the mixture was after my engine died”. Didn’t go too Rich for any touch and go landings.
- Took off to Bend RWY2 and it seemed a little sluggish, felt like it was full of fuel, not trimmed correctly, departed to West enroute to Bend, OR

- Bend ASOS advised to monitor SEA center for traffic advisories and flight following. Freq changed to Bend Tower.
- Three touch and go's at Bend OR, One minor, wouldn't call it a "sputter", doesn't know how to describe" took a breath kind of" didn't hesitate or skip. Seemed to not respond to carb heat as normal. Carb heat didn't seem to turn on or off with movement of the handle
- Transitioned to Redmond (KRDM), OR, touch and go. RWY 29; side slip (passenger was impressed)
- Before departing to Sisters (6K5) OR, took off RDM Rwy 29 and did a traffic pattern.
- Fast approach, (70kias) Demonstrated a forward slip, a little fast, bounced twice and decided to go-around since she realized she was too far down the runway.
- Stated that her go around was conducted without fault. Pushed almost full power, then carb heat, then the remaining throttle. "lost my engine" at 150 ft AGL. Almost full power, she pushed carb heat, same as she has done "a thousand times" (135 hours TT).
- Looked out window, cycled mags, pushed in mixture, then pulled it out a little to find the "sweet spot".
- Did not have time to switch fuel selector back to both prior to impact. Had to "pilot the plane" and focus on maintain wings level.
- No sputter, engine just quit. Remembers only one impact. Heard the stall horn just prior to impact. Did everything she could to avoid flipping. The media says I hit a tree, not sure although the plane was 180 degrees from flight path. Neither recall hitting more than once or spinning.
- Egressed. Dog missing, but found later.
- Carb heat on approach, carb heat on, power was partial because she was fast 75-80.
- Winds were calm, but later reported 270/16. At time of accident, it was 4 knots.
- "One of my best forward slip maneuvers."
- Stated duration of flight 1.1, sunset was at 1756, thought about staying in the air for another 20 min, but decided to watch it in the ground. Actual flight is approx 1:15 min is the reported duration.
- Takeoff fuel was 16-17 gallons. Fuel quantity was at half on both tanks. Slightly more in the right tank. Take off in "both". Had in left tank then right tank at Redmond to Sisters. Switched tanks at Redmond to Right.
- Did "perfect" on flight time at an hour.
- Sustained fractured ankle and bruised knee
- She said she was unaware of the Cessna Safety instructions that advise pilots to avoid slipping the airplane with low fuel. She also said she was unaware of the POH stating to use shallow bank angle maneuvers when low on fuel. She asked me if I knew why it is not a requirement to placard this information in the airplane.