

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 11:32 15:06	DATE 3/23/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Kevin Yarnell [REDACTED] PIC N2164Z			
SUBJECT Post accident interview with Pilot in Command			
DIGEST Inspector was notified by Regional Operations Center the name of the Pilot in Command of the accident aircraft, Mr. Kevin Yarnell, and inspector was provided PIC's phone number, [REDACTED]. Inspector contacted Mr. Yarnell by phone and obtained e-mail address [REDACTED] for the purpose of sending Mr. Yarnell the brochure that includes the Pilot Bill of Rights and the Compliance Action summary. Mr. Yarnell was driving himself to the hospital at that time so the conversation was brief. Subsequently, inspector contacted Mr. Yarnell at 3:06 pm (March 23rd) and explained the Pilot Bill of Rights and Compliance Action program to Mr. Yarnell. Mr. Yarnell said he was familiar and had learned of the Pilot Bill of Rights previously. After that briefing, the inspector asked Mr. Yarnell to share his perspective on what occurred during the preflight preparation as well on the accident flight. Inspector made notes during the interview and the following is the summary of that conversation. Mr. Yarnell said he completed a walk around the aircraft initially and used his BEFA checklist to conduct a thorough preflight inspection. Mr. Yarnell said that when he turned on the Master switch he checked the gauges and the lights looked good. Mr Yarnell stated that the fuel level looked like they indicated more than three-quarter full. He said he decided to fill up the tanks based on the gauges and that he started the aircraft up and taxied to the fuel pumps that were approximately 200' away. Arriving the fuel pumps he shutdown the aircraft and proceed to prepare the aircraft for fueling. (Cont.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED [REDACTED]			
DATE 03/24/2021	TITLE Aviation Safety Inspector	SIGNATURE	

Mr. Yarnell stated that he grounded the aircraft and took the fuel hose to the aircraft and opened the fuel cap and saw that it was a half of an inch to one inch lower than full. He stated he tried to add fuel but the pump was not working properly, so he retried the fueling process and had similar results with the other tank. He indicated that the other fuel tank was approximately one-half inch below the top of the fuel filler neck. He indicated that because the fuel pumps were inoperative he did not add any fuel to the aircraft and clarified that no additional fuel was actually needed for the flight planned.

After explaining the attempt to fuel the plane, Mr. Yarnell stated that he sumped the fuel tanks and indicated that there were two sumps on the wings. Due to the critical nature of this information, and to make sure the information was being relayed clearly, the inspector inquired how many fuel sumps are on this aircraft. Mr. Yarnell said that there were three sumps, two on the wings and one main underneath and that he had checked all three. Mr. Yarnell stated that he checked the oil quantity and that he found it to be adequate, and completed the checklist.

After the preflight checklist was completed, Mr. Yarnell indicated that he obtain the Automatic Terminal Information System (ATIS), contacted ground control and was given a taxi clearance to Runway 16R. Mr. Yarnell stated that after reaching intersection A6 he queried ground control on his clearance, and he received an amended clearance for the A6 intersection. Mr. Yarnell stated that he completed the before take-off checklist at A6 intersection which included a full run-up. He stated that after the run-up was complete that he contacted tower and was given a take-off clearance for Runway 16 Right.

Mr. Yarnell stated that he pulled out to the centerline of the runway, powered up the engine while holding the brakes because he wanted full performance for the intersection take-off. He said he accelerated to 55kts, rotated the aircraft, and shortly after rotation the engine "sputtered" briefly and then went back to full power. He said that when he crossed the threshold on departure the engine was sputtering and continued to do so. Mr. Yarnell said that he contacted tower to advise them of the engine issue he was having and he stated that he was starting to maneuver for Runway 34R when the engine quit. It was at that time that he turned back directly toward the airport and maneuvered to avoid a large building. He stated that just before hitting the trees he pulled back on the control yoke and impacted the trees. He stated that he immediately exited the airplane and returned briefly to notify Air Traffic Control that he had exited the airplane, and to remove his headset. Mr. Yarnell also mentioned that the aircraft spun 180 degrees during the impact with the trees and that he had no recollection of the substantial change in heading.

When the inspector asked for additional information, Mr. Yarnell explained that he had flown the S model 172s previously, to include 45SP, and that he had never flown N2164Z previously. The inspector thanked Mr. Yarnell for sharing his perspective and asked Mr. Yarnell for a written statement of the events leading to this accident to which he agreed to provide.