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All persons listed were interviewed by NTSB personnel:

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The following is a summary of conversation:

TIPHANI TOLAN (PILOT)

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Mr. Mosley emailed the following:

I've been told that they pulled out 4-5 gallons of fuel. In my fuel calculations, I thought planned for 4.5-5 hours of fuel based on typical fuel burn we see. I was told from my husband who met me at the scene, that it had a solid stream of fuel was flowing out of the left fuel vent, since the left wing was tilted down. I'm not sure at which point you're talking about for turning left, but I turned when I was looking a place to land and the engine completely quit about 15-30 seconds prior to landing. At the time of landing, my wings were parallel with the fence, but I didn't feel I had enough energy in the field to successfully turn and land. Once I hit the fence, the plane was tossed to the left and settled with the left wing down.

MICHAEL DEROSIERS (FAA INSPECTOR)

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We arrived at the scene of the accident (N4375U) at approximately 1330 PST. There were no indications that the aircraft fuel tanks had been breached or leaked fuel. There were no indications that fuel had leaked from the engine compartment of the aircraft. There was a small drip (1 drop per second) coming from the LH fuel vent, but no other signs that fuel had leaked from the aircraft. Additionally, we did not notice the fuel drip when we first arrived, but only after 10 mins of being on scene. I cannot confirm the fuel drip was active the entire time. I visually checked the fuel level thru the LH and RH filler caps and could not see any fuel present. I used a fuel tester on the RH tank sump drain and recovered no fuel. I couldn't check the LH sump due to the position of the aircraft. We requested that the aircraft recovery team collect all fuel from the tanks during the disassembly of the aircraft. I have attached an email from Matt Nightingale who removed the aircraft in which he states he recovered 0.5 gallons from the RH tank and 3.5-4.0 gallons from the LH tank.

The pilot gave me this statement:

She was performing a flight test for the company. She flew over apple valley and was returning to Chino Airport. She reported that there was haze enroute. About 2500 ft msl, the engine started surging. She applied carburetor heat, the surging went away. About 3-4 minutes, the engine started to surge again. She adjusted the carb heat and added some power; she also verified that

Mixture was full rich, and the fuel selector lever was in the ON position but about 2200 ft msl, the engine lost total power.

She stated that she added fuel the night before the flight and no one else flew the airplane prior to the accident flight.

There were likely no engine problems.

#### MATT NIGHTINGALE (RECOVERY)

I Have been contacted by the NTSB and in our discussions on 08/25/21 we let him know that we would be retrieving the aircraft. I was asked to retain all remains fuel from the aircraft when it was disassembled.

When removing the RH wing (aircraft resting LH wing low) we were unable to catch all of the fuel and estimated approximately .5 1 gal. was remaining. The LH wing had approximately 3.5-4 gal. of fuel removed from it, for approximately 2 hrs prior to retrieval of the aircraft, there was a constant flow/drip from the LH fuel tank vent with an un-estimated value lost during this time.

The Engine was remove and as discussed with the NTSB, we removed the drain plug and observed a small volume of fuel drain from the bowl.

We then sold the wreckage.

#### ANDREW HALL (CESSNA)

First of all here is what I found out about this aircraft , it was delivered with long range fuel tanks (38 gals) so at 5,000' and 2500 rpm it has a cruise speed of 113 mph and a range of 800 miles or 7.1 hours. The data looks a little strange as this aircraft normal rate of climb at sea level is 670 fpm and at 5,000' it is 440 fpm.

Carb ice is a viable possibility. The 150 has a straight on/off fuel selector valve and the two tanks are "Teed" together on the fuel tank side of the valve. (See attached IPC pages) There is a check valve in the left fuel tank vent line that prevents fuel from just leaking out, but the valve has a small (.040) hole in it so that pressure in a full tank can bleed out. This would allow a small drip of fuel to leak out of the tank in a left wing low position. The amount would be based on how much fuel was in the tank (head pressure) and how long it was allowed to sit in that position. Plus if there was a separation in the fuel line forward of the valve due to the accident and it was not noticed for a while, as in the pilots statement, then fuel could have escaped from that location. The pilots statement reads like she was familiar with the aircraft and the system and how to properly fly the aircraft so I do not think that she did not properly lean the engine during the flight. My thought are that she should have had approximately 10 plus gallons of fuel and that carb ice could have been an issue. If during the event the fuel system damage forward of the selector valve, which fuel could have escaped and the left wing fuel vent allowed fuel to drain from the system prior to the recovery. Then this could explain the low quantity of fuel recovered.