



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region - Denver, Colorado

Record of Telephone Conversation

Person Interviewed: Jonathan Chen, Pilot

Date: 7/28/2019

Subject: – CEN19CA239

During an interview following the accident Mr. Chen stated the following:

The airplane was “topped off” with fuel prior to departing from ATW for IOW with two passengers earlier on the day of the accident. He flew VFR on the flight to IOW. He was concerned with the TAF report of weather in the Appleton WI area at the time he was planning on returning from IOW so he did not take the time to add fuel before departing from IOW for ATW after dropping off the passengers. He said he planned the return flight at 7K feet due to the winds at altitude and felt he had enough fuel onboard to complete the flight. Mr. Chen could not remember how long the flight from ATW to IOW was.

During the return flight on an IFR flight plan ATC directed him to climb from 7k to 9k feet. Mr. Chen said he became concerned with his fuel available at that time. He said he elected not to divert when the flight change occurred. About 1:30 hrs after takeoff the engine lost power. He stated he attempted to restart the engine and swapped fuel tanks. He set up to land on a road, but elected to land sooner in a closer field when he did not think he could avoid power lines near the road.

Dan Baker

National Transportation Safety Board

Senior Air Safety Investigator