

Attention: Ru Vilcan

FAA & NTSB Statement

Cessna 210 N4861P

I Brian Wilson, spoke with the owner Roger Gerrard of the Cessna 210 N4861P post accident to discuss the location of the aircraft and how the incident occurred so that Kamp Aero's recovery team would have enough details before recovering the aircraft, and not interfere with the investigation as per requirements from NTSB. Over the phone, Roger and I talked about possible factors that contributed to power / engine loss and initially Roger stated he believed it was an electrical failure that led to an engine failure. We proceeded to discuss alternative factors that may have contributed to the incident and Roger pointed out there was a chance he did not switch the tanks over in-time before running out on one side. Roger explained his thoughts during the engine failure in-flight was to land the plane first and did not get the chance to troubleshoot switching of the fuel tanks. After discussing possible causes of the crash Kamp Aero decided we had enough information and clearance from NTSB to safely and efficiently recover the aircraft from it's present position. Sea Tow and the U.S. Coast Guard helped tow the aircraft in from original crash site to the location where Kamp Aero recovered it. Upon arrival to the plane, Kamp Aero noticed the fuel cap and wing tip missing from the plane along with other documented damages. Please contact us if you need any additional pictures of recovery / removal of aircraft and we can send them over along with a report of Kamp Aero's actions during the process.

Brian Wilson

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