



NTSB RECORD OF CONVERSATION

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Date: 4/19/2019
Person Contacted: Dong Il Kim (PIC)
NTSB Accident Number: ERA19LA150

Narrative:

The following are contents that the pilot in command reported over the telephone:

- Throughout most of the flight, the tanks were showing full.
- The heading indicator was not working properly. During the approaches, the heading indicator was not accurate. He believed it could have been off by 90° more or less. He tried to use the compass, but it lagged significantly. He used an iPad for heading information. The heading indicator got worse during the approaches.
- He stated for the first flight of the day, it was VFR. He did not realize the heading indicator had a problem during this flight, but ATC would ask what his heading was. He recalled that he had to reset the heading indicator about every 15 minutes, to have it match with the compass.
- He stated that the vacuum pump suction gauge was on the very lowest setting; the lowest level of the green arc. He stated that the attitude indicator was working properly.
- He used Foreflight during the accident flight.
- He stated that before the flight he knew the weather was bad, but also knew a precision ILS approach was available at his destination airport. If that didn't work, he could go to an alternate "big airport." He stated that he knew the weather was bad but thought he could try to make it. A passenger of his had to catch an international airline flight the next day.
- He stated that he observed streetlights when the fuel supply was exhausted and the engine lost power. He flew the best glide speed and aimed for the road; he made a left turn and hit a church and got caught in powerlines.
- He stated he had about 80 hours in simulated instrument time. He stated that this was his first flight in actual instrument IFR conditions as the pilot in command. He reported that he had one hour of actual IFR experience with an instructor, but this was his first flight in instrument conditions as the pilot in command.
- He informed air traffic control that he had low fuel or about 10-15 minutes remaining. He did not inform them of the heading indicator issues.