

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1115L	DATE 12/13/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Candance (Candie) Oldham [REDACTED]			
SUBJECT N3515H Accident			
DIGEST			
Ms. Candie Oldham called from the hospital. The hospital is working to get her released today. She broke about 15 bones and the worst was her leg which was a complex fracture. This was the first surgery they had to do Friday night. At the moment she can't walk and she has a cast on her right arm but she'll be able to use a wheelchair at home. She's also wondering as to what happened because she can't figure it out. On the day of the event, she recalls filling the mains and putting 5 gallons in the outboard tanks. It holds a total of 93 gallons. She had been told by Ed Stadelman that the DFP found about 25 in each tank which made sense to her based on the flight they took that day. Since Candie had flown both legs of their previous flight, Rae was flying both legs for the trip to Barnes (BAF) and back. She had actually just finished a WINGS program with Rae that had takeoffs, landings, and go-arounds. On Friday (12/2), they were coming back from Barnes (BAF) and got back around 3 or so. When going to runway 25 at that time, the sun is blinding. There was enough wind that Rae did not want to land on runway 7, which they discussed as they normally do when coming in for a landing. They also have a procedure that they both agree if the sun is ok and they can see for the landing. She asked if the sun was ok and he said it was. She also adjusts the visor for him to lessen the brightness. She looked down to the gumps like she always does and when she looked back up, she knew they were going to hit the trees. She believed he wasn't able to see the trees due to the sun. He seemed ok medically but he wasn't saying anything. He did not mention the trees or anything else. In looking back, she wonders if he was having a stroke at the time but she's not sure. She said the airplane was acting normally and the engine sounded fine--no abnormal noises, no smoke. (OVR)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/13/2022	TITLE Aviation Safety Inspector	SIGNATURE CHRISTI M CUSHING	

Digitally signed by CHRISTI M CUSHING
Date: 2022.12.13 13:48:19 -05'00'

(CONT)

In talking about how they operate, Ms. Oldham said that whoever is PIC will do the checklists. Rae was the pilot that day so he was doing the checklists and she double-checks that it's complete. For switching tanks, she said it depended on what kind of flight they were doing. For this flight, it was shorter so they would fly on one tank up and then switch for the flight back. She thought it might have been the left tank they flew on the way there but wasn't sure. For a longer trip, they would switch every hour. The continental engine they have in it now makes it where they don't use the boost pump when they switch tanks. When they switch tanks, they check the fuel pressure to make sure it holds. In regular operations, the only time the boost pump is used is during start-up. It is not used on a normal landing because if you did it would flood the engine.

Ms. Oldham mentioned she didn't understand what happened so she's curious to find out the cause. She checked to see if there's anything else that's needed and provide whatever is needed. She'll work with a friend that has access to her house to locate Rae's logbooks for review.