

Record of Conversation

Friday, December 13, 2013
10:23 PM

Interview:	David Crump
Phone:	[REDACTED]
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr David Crump, who is half owner of the accident airplane, private pilot, and was acting as copilot on this leg of the trip.

Home address:

[REDACTED]

[REDACTED]

[REDACTED]

Mr Crump stated that Mr Travis Kihano-Samson was the pilot. They departed N. Las Vegas and flew to Casa Grande, AZ. They refuelled the airplane fully, topping it off (26 gal) at Casa Grande. They departed Casa Grande about 1630 en route back to N. Las Vegas. They were just past Boulder City and receiving flight following. They started their descent to 6,000 feet when the engine quit. The engine had been running fine all day. When it quit, it surged then complete quit. They checked the fuel gages which showed 1/4 fuel level in each tank. They declared an emergency and attempted a restart, but were unsuccessful. They then executed a forced landing into the quarry/construction site.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Monday, December 16, 2013
11:06 AM

Interview:	James Carter
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr James Carter, who works at Casa Grande Municipal Airport. He reviewed the fueling logs for Friday, Dec 13, 2013. Mr Carter said that there was no record for N7015F, however, this is a self serve station that might have a record. Mr Carter checked the self serve credit card records and reported that a Mr Crump purchased 19.65 gal of AVGAS at 1615 on Dec 13, 2013.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Monday, December 16, 2013
9:30 AM

Interview:	Travis Kihano-Samson
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr. Travis Kihano-Samson, who was the pilot of the accident airplane.

Mr. Kihano-Samson said that he doesn't recall much after the initial collision with the ground. He had blacked out and recalls becoming conscious in the ambulance. Leading up to the accident he recalls that they were in the Las Vegas area at 9,000 ft and got clearance to descent to 6,000 ft. The mixture was full rich, carb heat was applied, and throttle back for the descent. He reached 6,000 ft, and about 1 minute later the engine froze. He attempted to restart the engine 3 times but the engine did not turn over. He recalls that there was no oil pressure drop before then engine quit and fuel was reading about 1/4 in each tank. He was near Henderson, and declared an emergency over the radio. ATC informed them that Henderson was about 8 miles away, and he knew they would not make it to Henderson from 6,000 feet. He aligned the airplane for an landing next to a row of hotel lights. He did not see the fence that the airplane impacted as they were landing.

Mr. Kihano-Samson stated that they flew from N. Las Vegas to Casa Grande, and the flight lasted about 2 hours and 45 minutes. He had the fuel topped off before leaving N. Las Vegas. The other pilot, Mr. David Crump fueled the airplane at Casa Grande. He thought they had about 40 gal of fuel when leaving Casa Grande. The winds were pretty light, so he had expected the flight returning to N. Las Vegas to be the same 2 hours and 45 min. They departed Casa Grande about 1700.

In a second conversation (1155 am) Mr Kihano-Samson said that he thought the airplane was configured with standard fuel tank and not the long range configuration.

Van S. McKenny IV
Aerospace Engineer (Field)
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