



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

Jan Wells

Mr. Wells was the pilot. He stated that he was a mechanic based in Woodland, California. He had been in Southern California for two days working as a mechanic because Handel Aviation needed a temporary person to help with performing aerial surveys. He departed at 9:11 to perform a survey in Hemet, filling the fuel tanks with another 9 gallons to full fuel. After he was done with the survey, he noted that he had 40-45 minutes of fuel remaining and he headed to Pomona to refuel.

Given his fuel situation, he opted to divert to La Verne. Before landing he positioned the fuel selector to the fullest tank (can't remember which one) and the JPI unit showed 10 gallons in one tank and 5 gallons in the other. As he approached the airport, he requested a straight-in approach to the air traffic controllers. The tower cleared him to land on runway 26L in the cockpit gauges showed 6 to 7 gallons in the left tank and 4 to 5 gallons in the right wing.

While in final approach for runway 26L the engine experienced a sudden loss of power. He attempted to restart the engine but the propeller was just windmilling; he noted that the gauge indicated that he still had fuel pressure. He switched fuel tanks (to the right tank) but was unable to get the engine to restart. With the airplane about 700 feet he thought he could glide to the runway and attempted to reduce drag by retracting the flaps and feathering the propeller. He requested to land on 26R and the airplane continued to descend. The left-wing contacted a sign that he did not see. The airplane dove in and knows low attitude toward the ground. He was unable to open the doors and kicked open the windscreen to aggress the aircraft as quickly as possible.

The pilot stated that he was averaging about 18 gallons per hour and should have had enough fuel. He did not believe that he unported the fuel because when he made a right turn the airport, the fuel selector was positioned on the left tank. He estimated that he was airborne for about 4 hours and 25 minutes and he recalled that in the past the airplane had flown for 4.7 hours. He thought there might have been a fuel starvation event but didn't know what the reason would be.

Scott Winters

Sent: Friday, November 20, 2015 5:40 PM

Subject: Fuel quantity and pics

We drained the fuel out of the right wing into a bucket. We then poured the bucket into measuring cups to gage the quantity in it. We measured 2 gallons, 1 quart of fuel.

In the second picture you will notice water at the bottom of the bucket, but they used foam for the fire.

If you need further info, please contact me.

Zoë Keliher
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Western Pacific Region