



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR16LA128
Aircraft Registration & Make/Model: N9246S; Beech C23
Accident Location: Prescott, Arizona
Accident Date: June 18, 2016

Note: The following interviews were documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Joyce Parker
Accident Pilot

Interview date and time: July 7, 2016; 1408 PT

According to Ms. Parker, she doesn't rely on the fuel gauges when she flies. She stated that once the fuel gauge needles enter the yellow "zone," they normally indicate about 9-10 gallons of fuel remaining. With about 45 minutes remaining on the accident flight, the left fuel gauge needle was entering the yellow "zone," just below a half tank and the right gauge needle was at the yellow "zone." At the time she assumed they would have a few gallons remaining after they landed.

Interview #2 Summary

Joyce Parker
Accident Pilot

Interview date and time: May 16, 2017; 1155 PT

Ms. Parker reported that she leaned the mixture out to “best power” on the ground in accordance with her mechanic’s instructions and did not adjust it during the accident flight until they lost engine power. She subsequently adjusted the mixture knob to the full rich position. Ms. Parker stated that she did not switch fuel tanks after the airplane lost engine power during the accident flight.



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Interview #1 Summary

Air Transport

Interview date and time: June 24, 2016; 1448 PT

According to a representative of Air Transport, they drained 10 gallons of fuel from the accident airplane's left fuel tank. The right wing tank was void of fuel.



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Interview #1 Summary

Athina Holmes
Pilot-Rated Passenger

Interview date and time: July 8, 2017; 1255 PT

According to Ms. Holmes, the accident pilot monitored the fuel gauges as they were on her side of the airplane while the pilot-rated passenger sumped the tanks and verified fuel quantities before they departed. Ms. Holmes stated that she completed a visual inspection of the fuel tanks to verify fuel was present in each tank. On the day of the accident flight she observed that the fuel quantities were “enough to take off.”