



RECORD OF EMAIL

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: July 24, 2017
Person Contacted: Jill Mulcahy (Pilot's Wife)
NTSB Accident Number: WPR17LA072

Narrative:

During an email conversation, Ms. Mulcahy reported the following:

- I see the airplane was purchased on August 3, 2002, did you bring it to California right away?
The plane was purchased in CA and hangared in Fresno, CA where we lived at the time of purchase.
- Where did your husband park the airplane (examples: hangar, tiedown, other)?
The majority of the time of our ownership, the plane was hangared at our hangar in Fresno, a rented hangar in Truckee, our personal hangar in Bullhead City, AZ and our personal hangar in Carson City. To my knowledge the party that we purchased the plane from in 2002 had the plane hangared their entire time of ownership.
- It appears the airplane sat for a while. Is that true? If so, how long and where was it located during this time (examples: Kingman in hangar/tiedown, Carson City in hangar/tiedown, other).
The plane was going through an annual and new paint job during the down time. I believe that this time frame was about 1 1/2 years. It was hangared at Carson City during this entire time.
- Prior to the accident, did your husband, or anyone, fly the airplane recently?
The plane was not flown during the down time- it was undergoing the annual and paint job. Several days prior to the first flight after the mechanic certified the annual, [the pilot] ran the plane up on the end of the taxi way for 45 minutes. Engine ran very well during this run up.

- Prior to the accident, did your husband mention any issues he was having with the airplane either on the ground or inflight?

No. Through [the pilot's] military and commercial training, safety was ingrained into both his flight preparation and overall flight plan. Based on this, [the pilot] wouldn't have taken off if he was experiencing any issues. The day of the accident [the pilot] again ran up the plane before takeoff. After the run up and the annual sign-off, [the pilot] was comfortable the plane was running properly otherwise he would not have taken off.

- There were rumors around the airport he may have been having fuel issues. Did you catch any of that?

My priority has been focusing on [the pilot's] overall health and recovery and not pilots gossiping. If you'll refer to the log books, there was an issue with the fuel pump 9 years ago; however, the fuel pump was repaired at that time and new fuel was purchased the morning of the accident. For more information about the prior fuel pump issues, I'd suggest speaking with Jess, the mechanic who certified the most recent annual or Dan, the previous mechanic who worked on the plane up until this recent annual. They should be able to provide facts regarding the condition of the fuel pump and status of the overall mechanics of the plane.

END.

Submitted by: Samantha Link