



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: October 30, 2018 (Rev A)
Persons Contacted: Multiple, see below
NTSB Accident Number: WPR19TA017

Narrative:

The following is a synopsis of the information provided by several persons in multiple telephone conversations on this date:

Deputy Gratriex (Tehama County Sheriff)

- The airplane came to rest in a field in a residential area with some surrounding houses
- The pilot reported "back pain" and was transported to an unknown medical facility
- The pilot was the only person on board
- The pilot provided his name and other info to the Deputy
- The pilot had reportedly told another deputy that the pilot was on approach and that the engine quit
- The LMLG was completely separated from the airplane, and the airplane was upright, but resting on its fuselage and L wing
- An airplane mechanic was on scene
- The airport was Lake California Airpark [68CA]
- The Fire Chief (Mr. Chris Wikeem) turned off the airplane fuel selector.
 - He stated (after looking at it again about an hour after his initial action) that it had been set to the LEFT tank

Mr. Eric Sawyer (airplane mechanic)

- The mechanic worked on aircraft at the airport
- The mechanic had done the annual inspection on this airplane about 4 months prior
- The pilot was bringing the airplane from PAO to the airport so that the mechanic could install "Door Steward" brand devices for the cabin doors
- The pilot called the mechanic from the accident site to notify him that he had crashed
- The plane was leaning significantly to the left on the ground, but upon looking in the two fuel tanks, he estimated that the fuel quantities were: RIGHT: 2-3 gallons, LEFT: ~20 gallons
- There were no indications of any pre-or post accident fuel leaks

- The mechanic removed the pilot's personal possessions from the airplane for safekeeping
- The mechanic stated that both fuel caps were present and securely installed
- He and the fire dept drained about 7.5 to 8 gallons of fuel from the LEFT tank, and about 1.5 gallons from the RIGHT tank

Mr. James Cherry (pilot/owner)

- The mechanic joined the pilot at the medical facility
- The pilot had fueled the airplane (top off) at Byron on Monday 10/22
- His only flight was from Byron to PAO, which took about 20 minutes
- Approximate total fuel capacity is 60 gallons
- For the accident flight, the pilot presumed that he had 60 gallons, less the fuel consumed for the flight from Byron to PAO
- He did not visually or otherwise check the actual fuel quantities in either of the tanks prior to the accident flight
- The fuel flow indicator did not display any unusual or concerning indications for the flight
- The pilot planned to land on "runway 32" at 68CA
- There was a "pretty stiff" headwind for the landing
- When he was about 200' agl, on about 1/4 mile final, the engine "quit"
- The pilot "flicked" a few switches ("magnetos" specifically cited) and checked some controls ("throttle" specifically cited) but the engine did not respond
- The airplane was too low to allow the pilot to do anything but focus on the landing
- The pilot had some wires ahead, and he was unable to fly under them
- He maneuvered the airplane to overfly the wires to avoid a strike, but the airplane then "stalled" as it passed over the wires
- The airplane then descended rapidly to the ground
- He keeps the airplane at PAO, stored outside on a tiedown spot