



MEMORANDUM FOR RECORD

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

NTSB Accident Number: WPR19LA195
Aircraft Registration & Make/Model: N6330N; Cessna T210N
Accident Location: Hurricane, Utah
Accident Date: July 15, 2019

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

Interview #1 Summary

Art Granger
Accident Passenger

Interview Date & Time; August 1, 2019; 1330 PT

NTSB IIC attempted to contact Mr. Granger, but no one answered the phone and there was no voicemail available.

Interview #2 Summary

Art Granger
Accident Passenger

Interview Date & Time; December 4, 2019 1000 PT

NTSB IIC attempted to contact Mr. Granger, but no one answered the phone and there was no voicemail available.

Interview #3 Summary

Art Granger
Accident Passenger

Interview Date & Time; June 17, 2020 1028 PT

According to Mr. Granger, the accident pilot reported observing an overheat problem with the temperature gauge that he was looking to troubleshoot. Mr. Granger had reportedly performed maintenance on this airplane recently to fix this issue and told the pilot that he had done everything he could and that the gauge looked good on the ground. He asked the pilot if he could accompany him on a flight to observe the gauge in the air and the pilot agreed. They taxied out and began a ground roll on the runway. During the flight, Mr. Granger was almost exclusively monitoring the oil temperature gauge. From his position he could not see the manifold pressure, but was able to view the fuel flow. The airplane took an unusual amount of time to lift off the ground. Towards the end of the runway, the pilot lifted the airplane off the ground and it settled back on the runway. At this time the passenger noticed that the fuel flow was about mid-range, and not consistent with takeoff pressure. The accident pilot rotated once more and the airplane was going to settle back into the runway overrun, so he elected to continue. He turned the airplane to the left and impacted the ground.

Mr. Granger reported that they had nearly full fuel onboard because the pilot had planned to go on a long cross country flight after their flight. He did not touch anything on the accident airplane until the following morning when he started disconnecting the propeller and mixture controls to prepare the airplane for recovery. He performed this work the day after the accident.

Mr. Granger reported that he has an assistant without any formal training who he uses to support him while he performs maintenance. His assistant is not an airframe and powerplant mechanic. His assistant worked on the throttle cable removal and re-assembly on June 14, 2019. He was in possession of the airplane's illustrated parts catalogue at the time, but did not use it while he performed this work on the throttle cable assembly as he has done this work before.



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Interview #1 Summary

Brandon Kuhlman
First Responder

Interview Date & Time; December 2, 2019 1432 PT

Mr. Kuhlman reported that he responded immediately after they were notified of the accident. A report provided by the Hurricane Valley Fire Department indicated they were notified about 1515 MT, 45 minutes after the accident. There were multiple people there when he arrived, but in the hours they provided support, he did not observe anyone perform any work or remove anything from the engine area.



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Interview #1 Summary

Eric Hustead

Mechanic and Responsible for Recovery of Airplane

Interview Date & Time; December 3, 2019 1235 PT

Mr. Hustead stated that when he arrived at the accident site the following day he observed that the rod end of the throttle was not connected nor could he find a bolt for it. He also observed the mechanic (accident passenger) unhooking hoses and accessory items from the back of the engine.