

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 10:05 AM	DATE 11/23/2018
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mahmood Tehrani (Pilot involved)			
Roch Renaudot (WP07 Ops ASI)			
Dan Gredlein (WP07 Ops ASI)			
SUBJECT Crash investigation pilot interview concerning the crash of N82696 at Lake Pleasant.			
DIGEST Introductions were made and I was a scribe to the conversation. ASI Renaudot (RLR) opened the conversation with casual discussions and then asked the pilot to recall the story as he remembered that day.			
Mahmood Tehrani reviewed the Pilots Bill of Rights (PBR), Compliance Philosophy, and Privacy Act Notice he was given. This was acknowledged by him signing the PBR receipt.			
Mr. Tehrani initially commented that the passenger was his nephew (Fabien), not his son.			
Recap of the Day: Mr. Tehrani had been traveling between Arizona and California the past 3 years as he helps his daughter build her house. He was storing some stuff in his car and needed to move it to storage in his hanger on the Deer Valley Airport. He invited Fabien along, as he was looking bored. After transferring the stuff from his car to the hanger he decided to take Fabien for a quick flight. Fabien had been a student pilot a while back with about 40 hours total time. Mr. Tehrani completed the preflight/walk around, in which he mentioned checking the oil, sumping the fuel and checking the overall exterior of the aircraft. He made note that the fuel tanks were half full and decided to get fuel prior to departure. After filling the fuel Mr. Tehrani proceeded to the run-up area and checked the various systems with no abnormalities noted. On departure they headed North			
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to the lake for some sightseeing. Mr. Tehrani recalls being 700 feet AGL (known from ForeFlight application) over the lake when the engine started to shake and subsequently quit. He ran through a quick restart flow turning the auxiliary fuel pump on and dove towards the water in the hope that the wind milling propeller would help restart the engine. The engine did restart but he was very low and it seemed as though the engine was running on 2 cylinders, making only 50% power. Mr. Tehrani thought he might be able to maintain or gain a little altitude making it to a glider port just south of the lake or at least to the boat launch ramp. As he attempted to gain altitude the engine again quit running. He noticed a boat close by and headed that way in hopes that they may see the crash and help. He guesses that the aircraft was approximately 80 knots when the gear touched the water. The drag created by the gear touching the water flipped the aircraft on its nose, possibly rolling it to the left coming to rest in a nose low position as the aircraft begin to sink nose first. He opened the canopy and instructed Fabien to get out of the aircraft as he attempted to secure the fuel, but the aircraft was sinking too quickly and he had to evacuate. He was under the water for at most 10 seconds due to his shirt becoming stuck while he was exiting the aircraft. Once on the surface he swam to the boat which had come to their aid. The person on the boat told Mr. Tehrani to take a shirt and cover his jaw as it was cut and bleeding. The boat made it to shore with the Sheriff arriving by boat shortly after. The ambulance was on scene about 15-20 minutes later where he and Fabien were taken to the hospital. Fabien was not hurt with only a few scratches, but Mr. Tehrani received stitches for his chin and was advised he had broken ribs. After receiving the stitches, Mr. Tehrani spent a night in the hospital then insisted he be released (the hospital wanted to keep him a 2nd night).

RLR then asked a few follow-up questions. He asked about the weather conditions and if he had obtained a weather briefing before the flight. Mr. Tehrani stated the weather was clear and calm and the he had only gotten ATIS prior to departure. RLR reaffirmed that the fuel had indeed been filled and ASI Gredlein (DAG) asked Mr. Tehrani to recall where the fuel had been gotten from (the city pumps) and to recall his actions after fueling. He stated that he had taxied from the hanger to the city fuel pumps, filled the aircraft and proceeded to the run-up area, followed by departure after completing the run-up. Mr. Tehrani made clear that he had tested the fuel during the preflight and the aircraft never had any history of water leaking into the fuel tanks, despite being tied down outside in California during multiple rain storms. RLR asked for the approximate weight of each occupant. Fabien is about 200 pounds and I am about 180 he said. RLR asked Mr. Tehrani to recall the MSL altitude if he could. He stated that he thought it was around 2300-2400 feet MSL, but he really just remembered checking the ForeFlight app for the AGL altitude. RLR asked why he was flying at 700 feet AGL to which he responded he wanted to give Fabien a good view and entertain him with the scenery. The flight path and approximate location was sketched. RLR asked if he would have done anything different that day, to which he responded "no I would do everything the same".

See Record of visit #2 for end of record.

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SUBJECT Crash investigation pilot interview concerning the crash of N82696 at Lake Pleasant.			
DIGEST Mr. Tehrani began monologue stating: he is always thinking about engine out options and has been to most of the airports around the valley at least once ensuring he is familiar. The engine is an IO-360 that was rebuilt about 2 years ago and probably has around 100-150 hours. It was running great everything was "super perfect". He stated the mixture was approximately one half inch lean and the aux pump was in the on position as he was flying low. He normally completes cross-country flights at 8000-10000 feet and local flights at 5000 feet. If he flies lower than 3000 feet he will normally have the auxiliary fuel pump on.			
RLR covered the specifics of flight times for the 8020-23 form. Mr. Tehrani volunteered his local address as [REDACTED] Scottsdale AZ, 85260. RLR asked if Fabien had been flying at any point and Mr. Tehrani stated he did not. RLR asked about the flap position and Mr. Tehrani stated he had kept them up as he wanted to limit the drag with an already weak engine. RLR made a list of documents Mr. Tehrani should provide early next week and concluded the interview.			
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