

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: 6120 ICO N5404W forced landing
Date: Tuesday, June 16, 2020 8:17:36 AM

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Gentlemen,

After completing the descent/approach checklist and upon making the decision to divert to KHCR I turned on the aux pump and switched from the left fuel tank to the right fuel tank. Due to proximity to KHCR and high energy state I multi-tasked (AWOS, UNICOM) and neglected to turn the aux pump off. When I made the slight power reduction on final the engine flooded and failed.

Casual factor - multi-tasking.

Corrective actions:

- Make time, do not let false time pressures effect thorough procedure
- Revise landing checklist to match POH
- Leave finger on aux pump switch when switching tanks.

Sincerely,

Brian Barrett

On Monday, June 15, 2020, 04:23:03 PM PDT, Swick Andrew [REDACTED] wrote:

Good afternoon Brian,

Thanks for the quick response and the information provided. The Decent/Approach Checklist you provided requires the auxiliary fuel pump to be in the 'OFF' position. The additional question in the previous email, of the auxiliary fuel pump's actual position during the approach and landing, has not been answered.

Again, thanks for your time.

Andrew L. Swick

Aviation Accident Investigator

National Transportation Safety Board

Western Pacific Region

Phoenix, Arizona

Phone: [REDACTED] | Fax: [REDACTED]

From: Brian Barrett [REDACTED]
Sent: Monday, June 15, 2020 1:54 PM
To: Swick Andrew [REDACTED]
Cc: Hogenson Dennis [REDACTED]; Gibbons, Kent R (FAA)
<[REDACTED]>
Subject: Re: 6120 ICO N5404W forced landing

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Andrew, all,

Attached is a revised 6120.1 as promised with engine data and updated pilot hours.

Regarding the landing checklist, I agree that is an error. Reasoning was that the missing items are on decent/ approach checklist:

Decent/Approach Checklist

- Power...22" MAP/2500
- Mixture...lean 2 turns less then 1550 TIT
- Pressurization...set
- Aux fuel pumps....off
- Cowl flaps....closed
- FLT/NAV Instruments....Checked/Set
- Altimeters...Set
- Approach briefing...Complete
- Seats, Seatbelts, harness... Secure
- Lights... As desired

- Door safety lock...unlocked

I modified previous owners checklists and my thinking was to reduce items on landing checklist and put them on a lower workload time. Agree, that to be error.

Very Respectfully,

Brian Barrett

On Monday, June 15, 2020, 12:18:59 PM PDT, Swick Andrew <[REDACTED]> wrote:

Good afternoon Brian,

Thanks for the information you provided in this email chain.

Can you tell me why the checklist for N5404W is different than the OEM's?

BEFORE LANDING 1. Seats, Seat Belts, Shoulder Harnesses -- SECURE. 2. Fuel Selector Valve -- FULLER TANK. 3. Landing Gear -- EXTEND (below 165 KIAS). 4. Landing Gear -- CHECK (observe main gear down and green indicator light on). 5. Auxiliary Fuel Pump -- OFF CAUTION Failure to turn the auxiliary fuel pump off may result in a complete power loss at reduced throttle settings due to an excessively rich mixture. 6. Mixture -- RICH. 7. Propeller -- HIGH RPM. 8. Cabin Pressurization -- CHECK ZERO differential. 9. Cabin Door Handle Safety Lock -- UNLOCK (pulled out). 10. Autopilot (if installed) -- OFF. 11. Wing Flaps -- AS DESIRED (0° to 10° below 160 KIAS, 10° to 20° below 130 KIAS, and 20° to 30° below 115 KIAS). 12. Elevator Trim -- ADJUST. 13. Air Conditioner (if installed) -- OFF.	N5404W's landing checklist: LANDING CHECKLIST Fuel Selector (Fuller Tank)..... SET Landing Gear..... DOWN, GREEN Mixture..... AS REQ Prop..... FORWARD Flaps..... AS REQ
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I just have one more question for you; on your before landing checklist you don't state the position of the auxiliary fuel pump switch. Please clarify, and also its position during the approach and landing.

Again, thanks for your time.

Andrew L. Swick

Aviation Accident Investigator

National Transportation Safety Board

Western Pacific Region

Phoenix, Arizona

Phone: [REDACTED] | Fax: [REDACTED]

From: Brian Barrett [REDACTED]
Sent: Friday, June 12, 2020 8:55 AM
To: Swick Andrew <[REDACTED]>
Cc: Hogenson Dennis [REDACTED]
Subject: Re: 6120 ICO N5404W forced landing

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Good Morning Andrew,

I **speculated** that the engine failure was fuel/air mixture caused because I have heard of numerous GA engines failing at high altitude airports, all on roll-out, due to the mixture being set too rich and flooding the engine. There was no rough runner or any other indication of pending mechanical issues. As I said below, she was purring and just stopped. I was trained on the P-210 to cruise at less than 1,550 degrees TIT, descend with 22" MAP and lean slightly with that power reduction - then leave that mixture setting for landing when at high altitude airports. That is how I managed the engine on this descent to landing.

The last maintenance performed on N5404W was an oil change approximately 30 hours prior. There were no squawks on the plane.

N5404W's landing checklist:

LANDING CHECKLIST

Fuel Selector (Fuller Tank)..... SET

Landing Gear..... DOWN, GREEN

Mixture..... AS REQ

Prop..... FORWARD

Flaps..... AS REQ

The fuel selector was on the right tank. In this case, the fuel was balanced and it is my preference to have it on the right tank for T/O and landing because it is easier to move the lever from right to left. The mixture was set as described above. The prop was forward and I had selected flaps 20 on base leg. Throttle setting was approximately 2,300 RPM as I was rolling wings level on the centerline and the power reduction I made was to approximately 2,000 RPM.

Sincerely,

Brian Barrett

On Thursday, June 11, 2020, 04:33:03 PM PDT, Swick Andrew <[REDACTED]> wrote:

Good afternoon,

I have been in discussions with my Deputy Chief on this accident and have a few more questions. You stated to me in the email below that it must be a fuel/air mixture issue. Can you elaborate on this, or tell me why you feel that it would be a fuel/air mixture issue? Have you had any recent maintenance or recent squawks with the airplane that may lead to you thinking this?

Can you also elaborate on your 'before landing' checklist? Flap position, fuel selector, prop, throttle and mixture settings? And the position of those settings at the time of the loss of engine power.

Thanks for your time.

Andrew L. Swick

Aviation Accident Investigator

National Transportation Safety Board

Western Pacific Region

Phoenix, Arizona

Phone: [REDACTED] Fax: [REDACTED]

From: Brian Barrett [REDACTED] <[REDACTED]>
Sent: Monday, June 8, 2020 3:04 PM
To: Swick Andrew <[REDACTED]>
Subject: Re: 6120 ICO N5404W forced landing

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Hello Andrew,

As I said before I feel it must be a fuel/air mixture issue but that is speculation. It was purring and just quit with small power reduction. I have flown the plane out of KHCR a number of times and know to lean for high altitude and I know I did that.

I have not looked at the engine.

Separately, please update my T/O time from KMYF to 0910 PDT and landing at KHCR to 1315 MDT.

Brian Barrett
[REDACTED]

On Jun 8, 2020, at 3:52 PM, Swick Andrew <[REDACTED]> wrote:

Good afternoon Brian,

Can you think of any reason why the engine quit? Have you looked at airplane/engine at all? Any information would be appreciated. Thanks.

Andrew L. Swick

Aviation Accident Investigator

National Transportation Safety Board

Western Pacific Region

Phoenix, Arizona

Phone: [REDACTED] Fax: [REDACTED]

From: Brian Barrett [REDACTED] <[REDACTED]>

Sent: Thursday, June 4, 2020 12:27 PM
To: Swick Andrew [REDACTED]
Subject: 6120 ICO N5404W forced landing

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Mr. Swick,
Please find form 6120 detailing N5404Ws forced landing. I will have access to the plane's logbooks on or about 12 June and will provide the missing engine data.

Very respectfully,

Brian Barrett
[REDACTED]

Scanned with CamScanner

Brian Barrett
[REDACTED]

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