



MEMORANDUM FOR RECORD

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

NTSB Accident Number: WPR20LA234
Aircraft Registration & Make/Model: N125MC; MT Coyote
Accident Location: Jamul, California
Accident Date: July 21, 2020

Note: The following interview was documented by the on-call duty officer.

Interview #1 Summary

Patrick Walker
CALFIRE San Diego County

Interview Date: July 24, 2021

According to Mr. Walker, he did not observe a breach in either fuel tank and both fuel tanks were nearly full of fuel when they arrived the night of the accident.



MEMORANDUM FOR RECORD

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

NTSB Accident Number: WPR20LA234
Aircraft Registration & Make/Model: N125MC; MT Coyote
Accident Location: Jamul, California
Accident Date: July 21, 2020

Note: The following interview was documented by the on-call duty officer.

Interview #1 Summary

Douglas Geesey
New Owner of Accident Airplane

Interview Date and Time: January 20, 2021; 1133 PT

Mr. Geesey stated that the airplane sat for several years and was likely not operated during this time. The owner reported that when he found three obstructed fuel fittings at the fuel header tank. When he touched one of the deposits on one of the fuel fittings, the deposit immediately became powder. When he initially removed the center fitting, he could not see past the blockage, but once he slammed the fitting on a table, the center of the blockage fell out. According to Mr. Geesey, the carburetor was overhauled in 2019 and was free of any obstructions. Mr. Geesey further added that the fuel tank fittings for the left tank and right tank were also partially obstructed, but the center fuel tank fitting (fitting that attaches to the hose that terminated at the engine) was the only fitting that was 100% obstructed.

Interview #2 Summary

Douglas Geesey
New Owner of Accident Airplane

Interview Date and Time: January 25, 2021; 1049 PT

Mr. Geesey stated that fuel system was equipped with right and left wing fuel tanks that drained unfiltered fuel into a header tank through separate fuel lines. The combined fuel was then directed to the fuel gascolator and subsequently to the engine through the carburetor. He did not observe any finger strainers in either fuel tank.

The new owner further stated that the airplane logbooks showed that the airplane was not operated from 2006 – 2019, at which time the airplane received a prebuy inspection from the owner at the time of the accident. The airplane's last condition inspection before the accident was completed on March 9, 2006 at 71.8 tachometer hours.