



Andrew Swick  
Aviation Accident Investigator  
NTSB AS-WPR

**Date:** 08/24/2020

**Subject:** WPR20LA258-Phone Conversation with Pilot

**Contact:** Shad R. Feild, Pilot/PIC

Mr. Field was currently in the hospital during the call and was being treated for his injuries sustained during the accident flight. During the phone conversation with Mr. Feild, he stated that he recalled being in the canyon and descending towards Roosevelt, Utah. He said he added one notch of flaps then shortly after selected the gear down, to slow down. The airplane was about 140-135 knots indicated airspeed, and he pulled back the propeller control to have about 23 inches of manifold pressure. Shortly after, he attempted to give it power, or try and surge the engine, but it kept running at its current rpm. Mr Feild said he pulled the gear up and was now located over the lake. About 2 seconds before impacting terrain, he said that the right seated passenger was pushing on the right rudder pedal. Mr. Feild said he corrected the rudder pedal input just prior to impact.

Mr. Feild said before the flight, the right fuel tank had 23 gallons and the left tank had 19 gallons of fuel. The fuel selector was on the left tank during takeoff, then after 5 minutes he switched to the right for the remainder of the flight. He then said something inaudible about cross-feeding the fuel during the flight. This concluded the conversation.

Note: After the conversation with Mr. Feild, the onboard video from the accident flight was examined, which was available on YouTube. As Mr. Feild and the front seated passenger were boarding the airplane, he is seen tucking the shoulder harness into the retainer, located above the door. A few minutes later, the shoulder harness for the front seated passenger was also identified in the retainer above his door. Shortly after the engine was started, the fuel selector was positioned from the right tank to the left tank. The fuel selector had three positions; "LEFT, OFF and RIGHT." At that time, the fuel tank quantity indicator read about 19 gallons for the left tank and about 12 gallons for the right tank.

During the flight, while the airplane was approaching the shoreline, the pilot cautioned to the passengers that they may noseover. At this time a screen shot of the instrument panel showed

that the rpm gauge indicated about 1,600 rpm, manifold pressure gauge was at about 19 inches of Hg, and the fuel flow needle was off scale. (See Figure 1) Also, the throttle, propeller and mixture levers were all in the full forward position. Fuel selector and fuel quantity gauges were not visible during the accident sequence.



*Figure 1-Image of the instrument panel from the onboard video of the flight.*