



RECORD OF CONVERSATION

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Date: 9/21/2020
Person Contacted: Taigh Ramey – Pilot
NTSB Accident Number: WPR20LA311

Narrative:

During a telephone conversation, Mr. Ramey stated that they had departed Vacaville, and enroute to Stockton, and while passing Rio Vista, the fuel pressure began fluctuating, and that the left engine. He saw the fuel pressure drop, engine quit, and then it came back. Mr. Ramey asked the co-pilot if it was left or right, to which they said the left. Mr. Ramey stated that he was concerned what was going on, and had the mechanic turn on the fuel crossfeed valve. Mr. Ramey said that a bit later, fluctuations in both engines fuel pressure was observed, and that both engines were going in and out as they were about 5 miles out of Stockton.

Mr. Ramey stated that he opted to turn around, and land in a field due to a few residential areas between them and the airport. He also said that Nick (left seat-pilot) was flying initially, however, at this point, he took controls and picked a field out that appeared suitable for landing. Mr. Ramey executed a 180 degree turn to the field and put the gear down. He added that he figured the field was firm and could have made a good landing. Once the field was made, he extended flaps, and that after they cleared power lines, the airplane touched down, and he started seeing ditches. Mr. Ramey said that he popped over one, landed again, and he was trying to get the airplane stopped, however, it impacted another ditch, came down hard on nose, followed by both main landing gear collapsing.

Mr. Ramey said that the engines were serviced with oil in chino (Andres did this), and as he recalled, at Vacaville, no one got up to stick the [fuel] tanks.

Mr. Ramey said that per his calculations, they should have had 100 to 150 gallons of fuel left, and that he plans for 150 GPH total. Mr. Ramey said that he estimates takeoff power is 500 gph, and that he adds the takeoff power fuel burn into the 150 gph estimate for flight planning. Mr. Ramey stated that he uses power settings of 30 inches/2,000 rpm for takeoff, 20 inches/1,800 rpm for cruise, and that auto lean is used every time.

Mr. Ramey further reported that they refueled at Brown Field the day prior, and that Brown Field to North Island was a low level cruise flight, about 800 ft, totaling 35 minutes of flight time. The next morning, they did a 19-minute local flight, then packed up, and flew to Chino, California. While in Chino, Andres serviced the engines with oil, and no fuel was added. They departed Chino, flew to Northern California, and flew over someone's house prior to returning to Vacaville for landing. Mr. Ramey stated that Mark Henley (seated in the left seat) was flying the airplane during this time, and he was in the right seat.

Mr. Ramey stated that for the accident flight, he couldn't remember if Nick had a type rating for the airplane or not, and that he had him in the left seat, and let him have the leg to Stockton, but he (Mr. Ramey) was pilot in command for the flight.

Mr. Ramey added that he considered the fuel gauges in the airplane inaccurate and recalled them indicating half tanks for the front tanks, and that the right rear tank was at 0.

Mr. Ramey also stated that it could be the fuel pumps or check valves, but feels engines were starved for fuel.