



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

THOMAS H. WEEKS (FAA INSPECTOR)

I talked to the mechanic/PIC, he told me he did not find any issues with engine or fuel system. He assured me it was pilot error due to the position of the mixture control when he attempted a go around.

ROB RICHESON (PILOT)

The pilot stated that he departed from Moses Lake about 0900 with an estimated 44 gallons of fuel on board. During cruise flight down to the destination, he was an altitude of 11,500 feet mean sea level (msl) in an effort to be above the smoke; he leaned the mixture accordingly. After arriving in the vicinity of the intended destination, he planned on completing a low reconnaissance over a road to determine if it was a potential area to land.

He completed a traffic pattern to the road positioning to land to the west. He observed automobile traffic and decided to make a go-around. With the airplane about 100 to 120 feet above ground level (agl), he added full throttle and the engine RPM temporarily increased. Immediately thereafter, the engine "coughed" about three times and was not making power. He opted to land immediately given the rising terrain ahead. He made a hard landing in the dirt, about 40 ft south of the road. During the landing, the airplane went over the road and the landing gear broke off. The airplane incurred damage to the left wing, horizontal stabilizer and elevator.

During the recovery efforts, the pilot drained about 4 to 6 gallons of fuel from the airplane. He thought there was probably more fuel on board that had come out of the overflow due to the position the airplane came to rest after the accident.

Following the recovery, the pilot noted that the mixture knob was located at a very lean setting. He opined that he may have forgotten to enrich the mixture from the cruise setting which resulted in the engine not being provided in the fuel when he added throttle during the aborted landing. He additionally thought that he may not have had the fuel selector in the "both" detent which could have led to a fuel starvation event.

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Western Pacific Region