



RECORD OF CONVERSATION

Michael Hicks
Air Safety Investigator
Western Pacific Region

NTSB Accident/Keys Number: WPR21LA104/102603

Date of Accident: 02/04/2021

Person Contacted: Jessica Guerrero (Pilot) & Ashley Chalmers (Owner/Operator)

Date Contacted: Multiple Dates Identified Below

Summary: Below is a summation of the cellphone conversations between the NTSB IIC and the accident pilot, as well as the owner/operator of the accident airplane.

02/24/2021@0845pst

The pilot reported that the airplane was fueled with 15 gallons of 100LL at Redlands Municipal Airport, in Redlands, CA (REI) the morning of the accident. The wing fuel tanks can hold 38 gallons, and the unusable fuel is 3 gallons (1.5 gallons per wing). The auxiliary fuel tank has a total fuel capacity of 14 gallons, and the unusable in the auxiliary tank is 1.5 gallons, the aux tank had about 12 gallons after fueling at REI. Typically, the fuel burn is about 10 gallons per hour with the banner, with the engine operating about 2,350 rpm.

There was no significant weather the day of the banner tow flight. She stated that she looked at the wind and the METAR at the REI and RIR. She maintained the same altitude the entire flight.

The airplane was flown from New Jersey to RIR in November 2020. The airplane only received an oil change. The airplane would not start at one point back in New Jersey and the starter was replaced.

The pilot received her ASEL pilot certificate in a Cessna 152, and her friend had a Cessna 150 in Utah, which she accumulated about 5 hours. She acquired about 75-hours in the accident airplane.

She keeps the fuel selector on Both, and the aux tank has an On/Off switch, which she did not use during the flight. After attempting to land on runway 26, she noticed that the wind was significant, so she aborted the landing, and initiated a climb; mixture rich, throttle full, carb heat off, and she climbed to 1,400 ft agl (traffic pattern altitude = 1,800 ft) and that is when the engine started to sputter. Once she noticed the sputtering, she validated that the throttle position was full, mixture rich, carb heat remained off, and she made a steep left turn to get back to runway 26. Once the left turn was complete, she wanted to ensure the runway could be made, and she reduced the throttle to descend.

She noticed that she had a direct tailwind, and the flaps remained in the up position. About midfield, she determined that she could not land on 26 given that her altitude was about 50 ft agl. She applied full power and initiated a climb, up to 300 ft agl.

Her intent was to climb and turn right 180° and land on runway 06. She initiated a right turn and the engine lost total power about halfway through the turn. She attempted an aerial restart; mixture rich, full power, but the engine would not turn over, and the propeller was stationary. She engaged the starter, but the engine would not start (she had on her Bose noise cancelling headset). The airplane began to descend and at that point, she looked for a place to land that was in glide distance. She saw a road out of her right window and attempted to touch down. She has a handheld radio but did not transmit her emergency during the descent. During the flare, the airplane's right wing struck one parked car, and then the right wing struck another parked car. The left wing may have struck a tree or something, but she is not sure.

She thought that she had plenty of fuel in the wing tanks. She thought that she had 10-12 gallons remaining in the wings. When the airplane was transported back to Flabob from the accident site, she did not notice any fuel exiting the wings. When the airplane was transported from Flabob to Chino, Ryan Melendez (Co-Worker), mentioned that when they disconnected the wing tanks, a lot of fuel spilled on the person who was taking off the wings.

03/10/2021

Ashley Chalmers reported that he is the owner of Fly Sky Ads LLC. He provided the last four of his credit card number to confirm fuel purchase at REI.

On 01/31/2021 the airplane flew a banner tow operation and topped off at Oceanside. The airplane sat for a few days. 02/03/2021 the airplane flew from Oceanside to Big Bear where they went skiing for the day. The airplane departed Big Bear and flew to RIR where it took on 14.14 gallons at \$3.99 p/g \$56.41. The airplane departed from RIR, flew to Oceanside and did not get fuel. 04FEB2021 The accident pilot flew from Oceanside to RIR, but RIR was socked in, so she diverted to REI. At REI, she topped off the tanks and the total fuel price was \$62.74. The weather cleared and she flew from REI to RIR and did not get fuel at RIR. She set up the banner and that was the accident flight.

With the banner in New Jersey on a hot and humid with a 30 ft x 90 ft banner 2200-2,350 rpm and about 9.5/10 gallons per hour.

She was towing a letter banner that was less than 50 lbs. 7' tall x 3' wide and about 100' long and about 35 lbs.

She completed the banner operation training, with the Allentown FSDO. She completed additional flight training with Mr. Chalmers.

For the banner flights there is a time on target range between 1015-1030 and the time on site was 12-15 minutes. The banner read Happy-Birthday-Nathalie!-Stay-Stoked! This banner weighed about 35lbs.

The fuel system is gravity fed with an On/Off selector valve. The Aux tank pumps fuel into the right wing tank. With the 180hp STC there is an added electric boost pump to be used during takeoff and landing, that is located between the gascolator and the unpressurized carburetor. Both aux and boost pump switches are on the right side of instrument panel. The aux tank is to be turned on by the pilot when the right tank indicates 1/2 full via the fuel gage on the instrument panel.

Supplement for STC has emergency procedures.

Each plane has an iPad mini with Foreflight. Mr. Chalmers requested each pilot use the iPad, but the accident pilot did not use the iPad during the accident flight.

03JUN2021@1530PDT

Mr. Chalmers reported that from his experience in flying the accident airplane when using greater than 2,400 rpm up to full throttle, the fuel consumption rate during banner tow operations ranged between 11 gallons per hour in cruise flight with calm wind, to 15 gallons per hour during flight in high wind conditions requiring a higher engine RPM.