



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 11/23/2021
Person Contacted: Calvin Brubaker (pilot)
NTSB Accident Number: WPR22LA046

Narrative:

During a telephone conversation, Mr. Brubaker he reported that during his preflight, he checked the fuel tanks, oil, sumped the fuel tanks, looked over flaps, ailerons, and tail. Afterward, he pulled the airplane out of the hangar, and started the engine. After he taxied out to the hold short line, he waited, with the engine running 1,000 rpm, on what he thought was left fuel tank. Once the engine reached 100 degrees oil temp, he ran the engine to 1,500 rpm, cycled the magnetos, noting normal drops, went to 1,900 rpm, cycled the propeller 3 times, and then reduced power.

Mr. Brubaker said that he switched to the right tank, back taxied, then departed runway 17. Everything seemed normal, as he turned crosswind and onto downwind to the north. Mr. Brubaker said that the engine temperatures were getting warm, so he reduced his climb rate and engine rpm, and shortly after, he felt there was a loss of power. Mr. Brubaker said that he pushed the propeller lever back forward, verified the mixture was rich, and switched fuel tanks back to the left, while he turned on the boost pump. Mr. Brubaker further reported that he wasn't unable to restore engine power, while about 800 to 900 ft above ground level, and performed a 360 degree turn to lose altitude while on base leg to final. Realizing he had lost too much altitude and was unable to make it to the airport, he landed between the golf course and houses.