

Michael Hicks
Air Safety Investigator
OAS-WPR

Date: 02/14/2023

Subject: WPR22LA076

Contact: Mark A. Jenkins (PIC -N8056L)

The following is a synopsis of the communication between the pilot in command of N8056L, and the NTSB Investigator-in-charge of the aviation accident investigation and pertains to the sequence of events leading up to the accident that occurred 01/09/2022.

02/23/2022@1500pst the pilot reported that:

He has operated out of WHP for several years, and N8056L has been parked in an uncovered tie down parking spot at WHP. It had been several weeks since his last flight, and the airplane had been parked since his last flight. He was going to meet his son at Oxnard. He has a checklist that he used for his preflight and engine runup checks, prior to taxi.

During takeoff he climbed up to about 200 ft agl and the engine stopped. He attempted to restart the engine by turning the ignition key and it would not turnover as the starter did not engage.

The airplane contained 2 gallons in the left tank and 16 gallons in the right tank. The last time that the airplane had been refueled was about 3 weeks prior. He has a fuel stick, that he inserts into the tank fuel tank filler port, and it tells him how many gallons in each tank. Water was visibly present in the left wing fuel tank.

He took a fuel sample from each side, and he noticed that there was some water in the left tank fuel sample. He extracted about one ounce from the left tank and derived that there wasn't that much water in the left fuel tank. He started the

engine and let the engine run for about 1 or 2 minutes. The fuel selector was oriented to both tank position.

It took about 10 minutes from start-up to the hold short line. He does not recall if this airplane has a trim wheel, but the flaps were set to 0°, the mixture was rich, and full throttle was applied. He initiated his takeoff roll, with his left hand was on the yoke, and his right hand was on the throttle during the takeoff roll and climb. He waved to the tower with his right hand and subsequently the engine quit.

He maneuvered the airplane to the right and touched down in the intersection of San Fernando Road and Osborne Street. He has no recollection of the events that occurred after impact.

NOTHING FOLLOWS