

Fabian Salazar
Air Safety Investigator
Western Pacific Region

Date: August 22, 2023

Subject: WPR22LA202 / Record of Conversation

Contact: Robert Rinker, Pilot

In a telephone conversation with the pilot, that occurred the day after the accident, he reported that he purchased the airplane about six weeks before the accident. He performed maintenance on the airplane that included overhauling the carburetors, installing a new impulse fuel pump, cleaning out the fuel tank, and replacing the fuel lines.

On the day of the accident, he ran the airplane up three times and allowed the engine to run at full speed for ten minutes each time. The pilot then took off from the airport and stayed in the traffic pattern at an altitude of about 2,200 ft mean sea level (msl). He remained in the traffic pattern and overflowed the runway. When he turned to the crosswind leg, the engine lost total power and the propeller continued to windmill. He checked the throttle was at the maximum power setting and that the ignition switch was on. He then force landed to an off airport site about 300 yards northwest of the airpark. The pilot reported that he had started with about 3.5 gallons of fuel on board and when he checked the tank after the accident, it had about 2 gallons remaining.