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Air Safety Investigator
Western Pacific Region

Date: July 19, 2023

Subject: WPR23LA218, Memorandum for Record

Contact: Andrew Cho, Accident Pilot

The following is a synopsis of the information provided by Mr. Cho in an e-mail correspondence.

Questions: NTSB Eric Gutierrez
Answers: Andrew Cho

Question: While descending or entering the traffic pattern, do you recall if you switched fuel tanks?

Answer: I did not switch tanks while entering the pattern because I had changed tanks around the 1 hour flight mark (it was a little before El Toro). I had also switched tanks just prior to flying over Catlina at approximately the 30 minute mark.

I did do a GUMPs check as I was flying through the 91 freeway pass just west of the airport – and my thinking was that I was already on the fullest tank since I had switch just a few minutes prior.

Question: Do you recall if the fuel selector lever was ever turned to the off position?

Answer: From my recollection, I did not have a chance to move the lever to the off position prior to the forced landing. My primary focus was on trying to identify a space suitable for attempting to put the aircraft down. Because I was already so low and losing altitude quickly, it didn't leave me much time or attention span to complete an emergency checklist.

Question: During the decent and while in the traffic pattern, was the electric fuel pump utilized? Also, did you use the electric fuel pump during any phase of flight?

Answer: I do not believe that I applied the fuel boost pump during the accident - the reason being that I normally go through my landing checklist as I enter the 45 degree turn to enter the downwind leg of the pattern - and I believe this is precisely when I started to notice that the engine was not responding normally. At that point, due to my low altitude, I was probably prioritizing identifying a potential landing area.

My recollection is that I did utilize the boost pump when taking off and would have turned it off during the post take off checklist.