



RECORD OF CONVERSATION

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR22LA320
Aircraft Registration & Make/Model: N49430; Cessna 152
Accident Location: Ione, California
Accident Date: August 26, 2022

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Satinder Singh
Accident Pilot

Interview Date & Time; August 31, 2022; 1114

According to the accident pilot (and instructor), on the day of the accident he was assigned to fly a discovery flight by his manager and to keep the flight under 30 minutes. He stated that the passenger weighed about 180 lbs and he was 130 lbs at the time of the accident. The instructor stated that he fueled up the airplane to 26 gallons. After an uneventful engine run-up at 1,700 rpm the instructor departed on the local flight with his student. During the flight the student asked to land at an airstrip in Ione, California and the instructor agreed. After they landed towards the west, the instructor decided to use the reciprocating runway and takeoff to the east since the winds appeared calm. While performing a short field takeoff he observed about midfield that the airspeed indicators never “came up.” He stated that he figured this was because he was on a slope. He started to pull the power back and then sees the airspeed “come alive” and advance to about 45-46 KIAS. The airplane was about $\frac{3}{4}$ down the total length of the runway at this time. The instructor stated that he figured the airplane then came into ground effect at this time because he stopped feeling bumps. The airplane then impacted a fence at the end of the runway, the left wing hit a tree and the airplane spun to the left before it came to rest.

The instructor stated there were no issues with the flight controls and that the engine sounded like it was making full power. Additionally he observed that the oil temperature appeared normal and the engine speed was about 2,300 – 2,400 rpm right before the airplane started to move at takeoff. He did not look at the tachometer after that. Additionally, the instructor stated that the did not review the performance of the airplane prior to departure as he had not intended to land at the dirt strip.



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Interview #1 Summary

Julie Robbins
Witness

Interview Date & Time; August 31, 2022; 1611

Mrs. Robbins stated that she lived adjacent to the 1,300 foot long dirt airstrip at the time of the accident. According to the witness, the temperature at the time of the accident was about 95°F with light wind coming from the west as indicated by the windsock located midfield. She said that the airplane caught her attention when it was landing and she went to the other side of her house to watch it. The witness was surprised to see the airplane attempt a takeoff to the east since there was a tailwind and they don't normally takeoff in that direction. The airplane was about midfield when it moved past her. She said that the engine sounded smooth and continuous throughout the takeoff attempt and the airplane never got off the ground. Mrs. Robbins stated that the airplane was moving quick, but not fast enough to fly. The airplane "plowed" through a fence, went up on its nose and then disappeared.