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Senior Air Safety Investigator  
AS-WPR

**Date:** February 21, 2025  
**Subject:** WPR23FA258, Pilot Interview  
**Contact:** Kirk Hurford, Pilot, N4922G

Mr. Hurford was the pilot of a Cessna 172N, N4922G, when it was involved in an accident near San Rafael, California, on July 8, 2023. Mr. Hurford was seriously injured in the accident and was unavailable for an interview for an extended period after the accident. The NTSB IIC was able to speak to Mr. Hurford on February 21, 2025.

Mr. Hurford stated that he had some recollection of the accident flight, but could not recall all the details due to his injuries. He said he had flown to Silver Springs, NV and intended to depart there late in the afternoon. When he and the passenger arrived at the airport the fuel truck was not available. They departed Silver Springs with about 20 gallons of fuel and flew to Minden and refueled. Minden was next to the mountains, so he spiraled above the airport to gain altitude before proceeding to San Rafael, CA.

Mr. Hurford said he stayed at altitude for as long as possible before starting his enroute descent. He thought the engine tachometer read 2200-2400 RPM during the descent with idle power selected. When he attempted to push up the power after descending the engine did not respond so he established a best glide airspeed of 70 kts. He said he checked the fuel, the magnetos, and selected the carburetor heat at that time. He did not recall what happened after that, but surmised that he gave up diagnosing the problem and concentrated on flying the airplane after those steps.

Mr. Hurford said he would not normally select the carburetor heat until below 1500 ft and entering the traffic pattern.