

Addendum for NTSB Report for N30WL 8 Dec 2022

20230111

On 8 Dec 2022 I received a phone call from Roberto Hoskin stating he had made an emergency landing in the desert area to the east of my runway and had sustained some damage to the aircraft (not too much but some minor damage) but no injuries and aircraft could be moved.

I was in California with another of my aircraft performing regular maintenance with the mechanic. I then called my manager and told her to supervise the moving of the aircraft and have the two pilots sit in a room and write a written statement as to what happened, and not share info or leave the office until I arrived. She followed my instructions, however twice caught Roberto Hoskin trying to “check the fuel” in WL. She stated that she had already done that and they would wait until I arrived.

Upon my arrival I checked the fuel level of N30WL and went in my office and read in entirety both of their written statements. Neither mentioned conducting a preflight, or check the fuel or oil. My mechanic had called me earlier in the day (the mechanic in Mesa at IWA where they picked up the aircraft for the ferry flight to AZ43), and told me that he thought it was weird that they jumped in the plane and took off without a preflight of any sort, that they checked nothing.. and he was conflicted about saying something to them, but he had told me on many occasions that my pilots need to do better preflights.

After reading their written statements, I called them in and asked them to recount the events of the incident. Neither mentioned anything about conducting any preflight of any kind, and neither mentioned anything about using either of the fuel pumps upon the engine quitting and subsequent changing of the tanks. (back and forth from Left to Right and back to Left). Both of their oral statements matched their written statements precisely.

Upon conclusion I asked them if they had any idea why the engine quit, and about the timing of the engine quitting. I then asked them about the POH recommendation of landing on the fullest tank. I then confronted them about not doing a proper preflight or even checking fuel and oil, and that is why they DIDN'T KNOW how much fuel was in the left or right tank, and without that basic knowledge they were literally flying in the blind. Upon explaining the number of times this has happened with skydiving aircraft, (usually Cessna 182's) and the proper procedures to prevent this from happening they both appreciated the situation however, Mr Hoskin continued to argue about the amount of fuel which is unusable in a C206 and that “it is all already in the system, and anything in the tank should be usable”. I again explained that a slip, large turn or uncoordinated flight can cause “unporting” of the fuel and that is why you are supposed to land on the tank with the most fuel. I also mention the header tanks on C206's and their use and malfunctions with low fuel amounts. Lastly I explained that the POH recommends using the Engine driven and Emergency Fuel pump in these situations as well as normal use of changing tanks and pointed out that neither of them mentioned using them at any time and that could have helped them and likely would have made the difference

in making the runway. Lastly, after listening to him about changing to the right and then back to the left tank all in about 20 seconds... I again mentioned that pumps first then changing fuel selector level and a steading off period before turning the pumps back off, and that changing tanks that fast back and forth likely made the situation worse (without the use of pumps). They both had that face of recognition that they hadn't used the pumps and were visibly surprised and confused. At no time did they deny they didn't check fuel oil or do any kind of preflight and at no time did they claim to use the pumps. Lastly I asked repeatedly if they landed wings level and when the wing tip struck the ground. They both said it was at final resting place, but now after thorough wing inspection this doesn't seem plausible.

Lastly, during the investigation by the insurance adjuster I asked Mr Hoskin to type up his statement so that I could email it to the adjuster. He promptly typed up a completely different statement in which he says he used the pumps. I found this to be problematic and a complete lack of integrity. I explained to him that two different statements will make it look like he is just saying things to cover his ass.

This concludes my additional report.

Marc Hogue
President
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