

From: [REDACTED]
To: [Johnson Scott](#)
Subject: Gem Air crash
Date: Thursday, August 24, 2023 5:23:46 AM

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Scott, sorry for the delay.

Gem Air put us on a single engine Cessna 210 with pilot and 2 other passengers. We had just passed Indian creek about 45 minutes into the flight at 11000 feet and all of the sudden the engine went down to what sounded like a low idle, as everyone started to notice, the pilot made a turn in air and we quickly realized he was only doing that if something was wrong and we were gonna try to make it back to Indian creek to land. Jerry the pilot appeared calm and started going through all the different thing on the planes dash and stuff. We started going down quickly it seemed(i think that jerry had to get us down from a 11000 feet fast bc we were so close to Indian point, but slow enough to land from what I think I understand now) and it was all just surreal. We did a nose dive at one point that I thought was it, but then back up, next thing I know I could see the landing strip and thought all was good, then the engine seemed to come back on full throttle and we started hauling ass about 150-200 ft off ground. The pilot was working his ass off and then we went down, hit and slid to a stop. Thats about all I remember from any technical points.

Thanks

Jason

Jason W. Polk

[REDACTED]
[REDACTED]
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Scott B. Johnson
Air Safety Investigator
Western Pacific Region

Date: 8/23/2023 11am

Subject: WPR23LA318 / Phone conversation

Contact: Aaron Neufeld / Passenger / KSMN - S81

Passenger background was not a Pilot, Military Construction Battalion (Seabee). Also, an automotive engine mechanic who has flown in a lot of small planes.

Altered flight path UT9 KBCE with scattered thunderstorms.

Passed Indian Creek runway, a few minutes past Indian creek engine dropped in RPM significantly, say 2600 to 600 rpm. Pilot stated I have No Throttle, No throttle!!! Pilot made emergency radio call that we were having trouble. The pilot immediately turned back to Indian creek runway. Pulling back and forth on the throttle with no engine response.

As we descended the back of the airplane was fish tailing back and forth. I thought the tail was going to come over the nose. Looking out the window the ground was coming up at us rapidly. Very terrifying, but the pilot regained control of the plane.

Passenger explained extreme turbulence and aircraft upset unusual attitude.

Pilot made another emergency call, last communication on radio. Pilot became task saturated flying the airplane, switches, and controls.

The airplane dropping was scary there were lots of forces on my body like a roller-coaster. Ass end of airplane fishtailing, I thought we were going to land sideways. Approaching the runway 45-degree left wing down rolling bank, hauling ass. Pilot got the nose of airplane aligned with runway. "All of the sudden the RPM surged to full throttle."

Pilot explained later the reason he landed gear up is because he was too fast and that he would have more control slowing down. That the crash would be more violent higher possibility of injurie with the gear down. At 120 kts. It was a very soft landing, the least scary part of the whole event. When asked if he had ever looked at the airspeed indicator he said yes, when they were initially dropping into the landing area out of 11000 feet to 5000 feet. He read 160 knots off the airspeed indicator.

Pilot was constantly reacting to things happening. On the ground the passenger asked the pilot what happened. The pilot responded, "I had no throttle, there was just no throttle" I just couldn't do anything. The pilot had a knee board. He wrote a lot of notes down on what he said was a new engine. He referred to it for engine break in power settings. The pilot was moving the throttle in and out in and out constantly.

Owner said to me they had run out of fuel. That didn't make sense to me. The engine was running. It never stalled or sputtered just reduced RPM.

Jerry was calm cool and collected, stayed in control. He worked the airplane to the ground. "He saved all our lives."