

Michael Hicks
Air Safety Investigator
OAS-WPR

Date: December 28, 2023
Subject: WPR24LA060
Contact: Christopher P. Meyer -PIC (N2073K)

The following is a synopsis of the communication as relayed to the NTSB Investigator-in-charge, by Mr. Meyer, following the accident in airplane registration No. N2073K.

December 28, 2023@1521pdt

About 2.5 hours after departing from Redding Regional Airport (RDD), Redding, California, the engine issue presented itself. After climbing to 13,500 ft msl, he configured the airplane for economy cruise power, trimmed the airplane to maintain straight and level flight, set the mixture to lean of peak and he moved the fuel selector from the left tank position to the right tank position.

When the engine issue presented itself, there was no oil on the windscreen. He turned on the fuel boost pump, switched from the right to the left fuel tank, and he immediately made a left 180° turn because he noticed a fog layer below and ahead. Subsequently, he made a left turn, and the airplane was about 25-30 nm north of EKO. He did not remember what the engine RPM, exhaust gas temperatures, or what the manifold pressure was when the engine was running rough.

The last time he filled the airplane with fuel and oxygen, was at RDD. When the engine anomaly occurred, the airplane had about 34 gallons of fuel on board (1/2 tanks full on each side). The engine ran horribly for 15 seconds, that's when he turned on the boost pump, and transmitted a mayday call. He is not sure if the propeller was spinning when the engine lost power.

NOTHING FOLLOWS