



Fabian Salazar
Air Safety Investigator
Western Pacific Region

Date: June 3, 2025

Subject: WPR25LA004/ Record of Conversation

Contact: Suhail Faiz-Mirza / Airplane Owner

In a telephone conversation with the airplane owner, he stated that the airplane was always hangered and that they always used 100 low lead aviation fuel for the accident airplane. He stated that he was unaware that there was a Federal Aviation Administration Form 337, dated September 28, 1984, that stated, *"Installed unleaded automotive fuel kit supplied by EAA Aviation Foundation in accordance with STC SE 800GL and STC SE 801GL."*

The owner stated that they operate from the Chino Airport (CNO) Chino, California, and that the pilot had departed CNO, travelled to the Modesto Airport (MOD) Modesto, California, and was returning. The owner was aware that the pilot had made a stop at the Meadows Field Airport (BFL) Bakersfield, California on the return flight.



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Western Pacific Region

Date: June 5, 2025

Subject: WPR25LA004/ Record of Conversation

Contact: Suhail Faiz-Mirza / Airplane Owner

In a telephone conversation with the airplane owner, he stated that the pilot told him that he was descending and adjusting the mixture when the initial power loss occurred. During the power-off descent, the pilot made multiple attempts to restart the engine while he diverted to the San Gabriel Airport (EMT). Once in the traffic pattern at the EMT, he was able to restart the engine momentarily. When he arrived over the runway, he determined that the airplane was too high to land. He then planned to change landing directions and land to the opposite runway. The engine lost power again. The owner recalled that he did ask the pilot if he refueled the airplane, but did not know if the pilot topped off the tanks. This was all that the owner recalled of the conversation.