

From: [REDACTED]
To: [Fabian Salazar](#)
Subject: Re: NTSB Case number: WPR25LA004, El Monte
Date: Saturday, June 7, 2025 1:47:44 AM
Attachments: [image.png](#)

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Hi Fabian

The runway was very dimly lit and not visible against the contrast bright city lights. I could not identify the runway and was only able to until I was directly overhead. During the first pass I was at 2000ft, then it was not possible to land the aircraft. That is why after multiple attempts I was not able to get in proper configuration for landing. This was the reason I overshot the runway eventually.

During the process I was constantly running the checklist for loss of power. The checklist involved cranking the engine. During one of these attempts, the engine sputtered and then quit completely. The engine was sputtering but there was no thrust being produced/ any measurable force being felt.

I am in my home country, I am reachable on [REDACTED]. Please let me know any further steps required.

Thanks

[REDACTED]

On Thu, Jun 5, 2025 at 19:35 Fabian Salazar [REDACTED] wrote:

Hello [REDACTED],

This is Fabian Salazar. I am the NTSB investigator in charge of the accident investigation that involved N7869G. I have a few questions for you. Please have a look at the attached image. It is the ADS-B data of your arrival to the San Gabriel Airport in El Monte, California.

Will you please detail your thoughts on this? I am interested in knowing why you passed the airport, then returned and entered the traffic pattern. I am also interested in knowing why you continued past the runway and did not land.

Lastly, I have a video that shows the airplane with the engine running while overflying the airport. Were you able to get the engine running again?

You may write me back or give me a telephone call today. I look forward to hearing from you. My cell phone is the best number to use if you would like to call.

