

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 12:30 PM	DATE 01/27/2025
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION [REDACTED]		ROUTING	
		SYMBOL	INITIALS
		WP17	JLR
SUBJECT N79910 accident			
DIGEST The individual heard an unusual sputtering engine noise approaching her property from the direction of the Columbia airport. She used a phone camera to record a video that captured the accident airplane flying at low altitude past her property. She noted that the airplane was abnormally low compared to most airplanes overflying her home and was making popping noises and the engine appeared to be surging, or gaining and losing power. The video clip was posted to Facebook.			

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 12:30 PM	DATE 01/24/2025
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION CFI [REDACTED]		ROUTING	
		SYMBOL	INITIALS
		WP17	JLR
SUBJECT Witness statement regarding N79910 accident			
DIGEST The CFI was flying in the pattern with a student in another airplane at the time the accident airplane entered the traffic patter. He observed the approach of the aircraft from the air in a position behind the accident aircraft. The accident aircraft appeared to the CFI to be too high on approach and appeared as though it would land long. The aircraft may have touched down before going around near the mid-point of rwy 17. The flaps appeared to have remained extended and the airplane did now appear to be climbing much, if at all.			

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 11:30 AM	DATE 01/24/2025
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION 		ROUTING	
		SYMBOL WP17	INITIALS JLR
SUBJECT N79910 accident witness statement			
DIGEST The witness stated that she heard the aircraft engine sputtering and looked up to see an airplane flying very low over her home about 1/2 mile South of the main runway. She judged the airplane to be much lower than is normal and noted that it did not appear to be climbing. The airplane flew down the draw South of here home and disappeared behind the trees and terrain. She could still hear the engine running intermittently and sounding as though it wasn't making normal power. The the noised stopped and she dialed 911.			

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 12:45 PM	DATE 01/24/2025
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION 		ROUTING	
		SYMBOL WP17	INITIALS JLR
SUBJECT Witness account of go-around			
DIGEST The witness recalls the airplane going around after rejecting a landing on rwy 17. The airplane appeared to conduct the g-around with flaps extended and with a rough running engine that was making popping noises and surging in RPM. THE airplane did not appear to gaing much altitude and went out of sight below the terrain South of the airport.			

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 12:00 PM	DATE 01/27/2025
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION [REDACTED]		ROUTING	
		SYMBOL WP17	INITIALS JLR
SUBJECT Pilot statement of accident recollection			
DIGEST The pilot of the accident airplane recalled flying up to Columbia, CA from Lodi airport.			
The fuel tanks were full and no discrepancies were noted during the pre-flight inspection			
or runup. He entered on a 45 for a right downwind for runway 17 at the Columbia airport. He			
recalls being high on the approach and correcting by adding more flaps, reducing power and			
performing a forward slip to get onto the desired glide path. This was insufficient to			
regain the desired glide angle without gaining airspeed, so he decided to initiate a go-			
around. He did not recall touching down on the runway surface, but allowed that he may			
have. While climbing away from the runway, the engine began running roughly and producing			
less power than expected. He checked mixture full rich and carburetor heat full cold. He			
tried reducing and increasing the throttle but the engine did not produce full power. He			
thought of raising the flaps to reduce drag, but was afraid he might stall because of his			
already slow airspeed/high angle of attack and proximity to terrain. He turned back towards			
the airport after clearing some obstacles, but was unable to maintain clearance from the			
obstacles once headed back towards the airport. The engine faltered and he lost altitude,			
striking a tree before hitting the ground in a nose low attitude.			