

INSPECTOR'S STATEMENT

05/24/02 A CESSNA 175, S/N 56213, A BANNER TOW OPERATION OUT OF CHINO, MADE AN EMERGENCY LANDING @ EDISON FIELD AFTER REPORTING AN ENGINE PROBLEM @ 1545 PDT. A MAYDAY CALL WAS MADE. THE SUBJECT AIRCRAFT WAS REGISTERED TO MR. TOMMY LEE KING OF TOM KING AERIAL ENTERPRISES, INC., CHINO, CA.

AS NOTIFIED BY THE AIRWORTHINESS UNIT SUPERVISOR ED MAYS @ 1600, PROCEEDED FROM HOME TO THE CRASH SITE LOCATED WEST PARKING LOT OF EDISON FIELD, ANAHEIM, CA. ON SCENE, MET WITH OPS INSPECTOR GARY LACKEY WHO HAD BEEN AT THE SCENE ABOUT 30-45 MINUTES PRIOR. THE NTSB (GEORGE PETTERSON) WAS PARTICIPATING OFF SCENE.

FOUND THE ACCIDENT AIRCRAFT BADLY DAMAGED AND FACING WEST ON THE SERVICE STREET ADJACENT TO THE PARKING LOT. THE NOSE GEAR HAS SHEARED OFF, RIGHT MAIN GEAR BROKEN AND THE AIRCRAFT WAS NOSE DOWN RESTING ON THE RIGHT WING. THE REST OF THE AIRCRAFT APPEARED TO BE INTACT. IT WAS ALSO NOTED THAT THE SUBJECT AIRCRAFT WAS IN A POOR GENERAL CONDITION WITH AN INTERIOR COMPLETELY GUTTED. THE ACCIDENT SITE WAS ADEQUATELY SECURED BY THE ANAHEIM POLICE DEPARTMENT.

INTERVIEWED 4 WITNESSES WHO WERE NEAR OR IN THE PARKING LOT AT THE TIME OF THE ACCIDENT. ALL OF THE WITNESS STATED HEARING A SPUTTERING ENGINE NOISE AS THE AIRCRAFT LANDED HARD AND BOUNCING TWICE BEFORE HITTING THE CEMENT BARRICADE. WHILE INTERVIEWING THE PASSENGER MR. NIKOLAJ MYHRE WHO ALSO IS A DANISH PILOT WITH A PENDING U.S. CERTIFICATE, STATED THAT, THAT THEY MIGHT HAVE RAN OUT OF GAS AFTER BEING OUT FOR ALMOST THREE HOURS. ACCORDING TO HIS STATEMENT EVERY THING APPEARED NORMAL UNTIL ENGINE STARTED RUNNING ROUGH AS IF IT WAS RUNNING OUT OF GAS AND THE PILOT EXECUTED A HARD LEFT TURN FOR EMERGENCY LANDING. THE PILOT MR. LEE LATONA WAS INTERVIEWED BY INSPECTOR LACKEY.

THE PILOT MR LATONA CLAIMED TO HAVE 10 GALLONS OF FUEL ON BOARD AT THE TIME OF THE ACCIDENT. INSPECTOR LACKEY AND I BOTH CONFIRMED THAT THERE WERE NO SIGNS OF FUEL LEAKAGE AT THE SCENE, LET ALONE 10 GALLONS. AFTER TURNING THE BATTERY POWER ON, INSPECTOR LACKEY AND I PHYSICALLY CHECKED THE FUEL GAUGES WHICH SHOWED EMPTY. WE ALSO DID A VISUAL CHECK ON FUEL TANKS TO VERIFY THAT THE LEFT TANK WAS EMPTY AND APPROXIMATELY 1.5 GALLON OF FUEL REMAINING IN THE RIGHT TANK. AFTER CONFERRING WITH R.O. DUTY AND THE NTSB, THE AIRCRAFT WAS RELEASED FOR STORAGE TO MR MARK WILSON, AN AUTHORIZED AGENT OF TOM KING ENTERPRISES. DURING THE TEARDOWN I AGAIN CONFIRMED EMPTY LEFT TANK AND FUEL IN THE RIGHT TANK TO BE 1.5 GALLON WITH THE HELP OF MR WILSON. THE SUBJECT AIRCRAFT WAS DISASSEMBLED AND HAULED BACK TO THE CHINO FIELD @ 2300 LOCAL.

05/28/02 CONTACTED NTSB'S GEORGE PETTERSON FOR AN UPDATE AND CONFIRMED LIMITED NTSB PARTICIPATION WITH NO ENGINE TEARDOWN PLANNED. LATER MET WITH MR. TOM KING AT HIS FACILITY FOR AN AIRCRAFT RECORDS REVIEW AND INTERVIEW. DURING THIS INTERVIEW MR KING STATED THAT THE PASSENGER ON BOARD ON THE DAY OF THE MISHAP WAS A DANISH PILOT SEEKING EMPLOYMENT WITH HIS FACILITY AND THAT HE HAD LET HIM FLY WITH THE PILOT AS AN OJT/EXPERIENCE SINCE THE CHASE PLANE WAS NOT AVAILABLE THAT DAY. MR KING FURTHER STATED THAT THAT NORMALLY WAS NOT A USUAL PRACTICE AND THAT THEY WOULD HAVE A CHASE PLANE FOLLOW AROUND FOR PILOTS IN TRAINING. WHEN ASKED ABOUT THE COORDINATION WITH THE OUT OF DISTRICT FSDO FOR BANNER TOW OPERATIONS, MR. KING STATED THAT A FAX COPY OF THE SPECIAL WAIVER WAS ALL HE HAD TO PROVIDE AND THAT HE HAD BEEN OPERATING THE SAME WAY FOR OVER 20 YEARS. AS REQUESTED MR KING PRODUCED A COPY OF FUEL RECEIPT FOR N6713E INDICATING THAT THE AIRCRAFT WAS TOPPED OFF WITH 3.8 GALLONS ON 06/24/2002

PRIOR TO THE FLIGHT. MR KING ALSO CONFIRMED THAT THE INTERNAL FUEL TANK WAS NOT USED ON THE DAY OF THE ACCIDENT.

05/29/02 BRIEFED THE FSDO MANAGEMENT ON CURRENT STATUS. AIRCRAFT RECORDS REVIEW WAS IN PROGRESS.

06/04/02 A REVIEW OF RECORDS COMPLETED AND CONTACTED MR. KING CONCERNING TWO 337'S, A SMOKE TANK AND AN AUX FUEL TANK INSTALLATIONS. THE REST OF THE AIRCRAFT RECORDS APPEARED TO BE IN ORDER WITH A CURRENT ANNUAL INSPECTION DATE OF 05/08/2002. THE LATEST COMPRESSION CHECK ON ENGINE WAS COMPLETED ON 05/08/02 READING 1@73/80, 3@75/80, 5@75/80, 2@75/80, 4@75/80, AND 6@76/80, CURRENT WT/BAL OF THE AIRCRAFT IS DATED 12/12/01. I WAS CONTACTED BY INSPECTOR STEVEN GROOVER FROM RAL FSDO AND SCHEDULED A MEETING AT TOM KING'S FACILITY FOR THE FOLLOWING DAY.

06/05/02 MET WITH TOM KING'S ASSIGNED PMI INSPECTOR STEVE GROOVER AT KING'S AND WENT OVER THE GENERAL CONDITION OF THE ACCIDENT AIRCRAFT WITH INSPECTOR GROOVER. RETURNED AIRCRAFT RECORDS ALONG WITH THE REGISTRATION CARD AND A/W CERT. TO THE OWNER TOM KING. DURING THIS FOLLOW-UP INTERVIEW MR. KING STATED THAT THE PILOT MR. LEE LATONA PROBABLY DID NOT LEAN THE ENGINE CORRECTLY ON THE DAY OF THE ACCIDENT AND RAN OUT OF GAS. WHEN ASKED TO CLARIFY HIS STATEMENT, HE PRODUCED A COPY OF PERFORMANCE CHART FOR CE-182 SKYLANE WHICH HAS THE SAME CONTINENTAL O-470 ENGINE AS THE 175. (THE 175'S ORIGINAL CONTINENTAL GO-300 ENGINE WAS REPLACED WITH O-470 ENGINE USING A 337). MR KING POINTED OUT THAT ACCORDING TO THE FLIGHT PARAMETERS ON THE DAY OF THE ACCIDENT THE FUEL BURN RATE WOULD HAVE BEEN @ 12.1 GALLONS/HOUR IF THE ENGINE WAS LEANED CORRECTLY. HE FURTHER STATED THAT HE WAS QUITE SURE THE PILOT DID NOT LEAN IT PROPERLY AND PUT THE FUEL BURN RATE AT 14 TO 15 GALLONS OR MORE PER HOUR.

THIS INSPECTOR'S STATEMENT IS PREPARED ON 06/13/2002.



MARK AYEMIN
AVATION SAFETY INSPECTOR
LONG BEACH FSDO