

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:30 AM	DATE 10/21/2014
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Jean-Baptiste Cartron (Pilot [REDACTED] 2 Private Pilot License (Foreign Based)		ROUTING	
N612SP Cessna 172S		SYMBOL	INITIALS
Post Accident Interview at LLUMC			
SUBJECT Big Bear Crash (2 miles southwest of Big Bear Dam)3 passengers/ 3 injured.			
Aircraft destroyed.			
DIGEST On 10/16/2014, Mr. Cartron rented a Cessna 172S from Fly Corona at Corona Airport (AJO) to fly himself and two other passengers to Big Bear Lake to have lunch, then return back to Corona Airport (AJO). He claims he dipped the L/R fuel tanks to verify the fuel level as it was written on the aircraft log. He had the dipping tube with him during the interview at the hospital. The log indicated 13 gallons in each wing and he showed 11/12 gallons after dipping the tanks. He anticipated getting fuel in Big Bear. The course he planned for Big Bear was directly above the box canyons of the mountain, west of the dam. Thirty minutes into flight, he noticed he could not maintain altitude above the box canyons. He was losing engine power. Once inside the box canyon, he tried to hug the left face of the canyon to attempt a right hand turn to get out. He noticed that the aircraft did not have enough engine power to maintain close proximity to the face of the mountain. He continued to sink. A 5-10 kts tail wind was reported at that time. During the interview, he admitted to adjusting the fuel mixture earlier in the flight. Events happened too fast for him to make corrective adjustments. When he heard the "Stall Warning" chime, he decided to land on top of the trees instead of stalling. The wings were severely damaged and were drained of fuel through the holes in the sheet metal. This was confirmed by first responders.			
CONCLUSION, ACTION TAKEN, OR REQUIRED The aircraft could not maintain altitude due to Mr. Cartron's earlier fuel mixture adjustments.			
DATE 10/21/2014	TITLE Aviation Safety Inspector	SIGNATURE Roderick J. ealy	