



## NATIONAL TRANSPORTATION SAFETY BOARD

### Eastern Region – Ashburn, Virginia

---

#### Record of Conversation

Who: Neil Wilson, CFI

When: January 31, 2019

RE: ERA19LA085

In a telephone conversation, Mr. Wilson stated he was providing the pilot/owner 10 hours of complex instruction that was required for insurance. Mr. Wilson said he had flown the airplane prior to the pilot purchasing it and had a total of 81.5 flight hours in it.

Mr. Wilson said they entered the traffic pattern and had to extend the downwind for traffic. When the pilot was turning on the base leg, he extended the landing gear, but it extended mid-way and stopped. The pilot then looked at him and said, "the engine quit." Mr. Wilson told the pilot to retract the gear, but the gear would not retract. They tried the emergency landing gear extension handle and the handle would not move. Since they were at 500 ft agl, they elected to land on a soccer field short of the runway. Mr. Wilson said the landing was smooth until they struck a drainage ditch. He said from the time the engine quit to the time they landed was about 40 seconds.

Mr. Wilson also stated that the mixture control was "jammed up sideways" in the full rich position and could not be moved. He thinks that when the gear was extended, the nosewheel may have caught on the mixture control cable. Mr. Wilson had not experienced any engine or landing gear mechanical problems in the airplane prior to the accident.

Leah Read, Sr. ASI



## NATIONAL TRANSPORTATION SAFETY BOARD

### Eastern Region – Ashburn, Virginia

---

#### Record of Conversation -Part 2

Who: Neil Wilson, CFI

When: February 26, 2019

RE: ERA19LA085

In a follow up conversation, Mr. Wilson stated that Mr. Bastion opened the right engine cowling after the forced landing. He immediately told Mr. Bastion to stop what he was doing and to “keep his hands to himself.” Mr. Wilson did not see Mr. Bastion physically touch anything in the engine compartment nor did Mr. Bastion tell him that he had touched anything.

Mr. Wilson did not look in the engine compartment. He said he was too shook up from the landing and was busy talking to the local mayor.

Mr. Wilson reiterated that he thought that based on the circumstances of what happened, the mixture control cable got snagged by the nose landing gear as it was trying to extend and pulled the mixture full lean and shut the engine off. He said the mixture control knob in the cockpit was jammed and slightly bent to the side as a result, and he was unable to move it during the forced landing. Mr. Wilson had heard that this was a common occurrence.

Leah Read, Sr. ASI