

Record of Conversation

Wednesday, April 01, 2015 12:58 PM

Interview:	Robert Malstrom
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr Robert Malstrom, the pilot and owner of the accident airplane.

Mr Malstrom stated that he lives on San Juan Island near Seattle, WA, and also has a home in Las Vegas, NV. He commutes between the two seven to eight times a year. On this trip he was traveling from San Juan to North Las Vegas. He normally operated the engine slightly lean of peak. At 23,000 feet, near Portland, OR, he noticed that the engine seemed to be 'missing' or running slightly rough, also the No 5 CHT was colder than normal. He did a mag check and the engine ran a bit rough on each mag (to be expected at 23,000 feet) however, roughness when the Left Mag was selected seemed more pronounced. He advanced the mixture to run the engine a bit rich of peak and the engine did smooth out. He attempted to bring the engine back to a lean of peak operation about 2 more times but engine roughness returned when he did this. Immediately after his third attempt to bring the engine back to lean of peak the engine lost power, it appeared to be running, but was not producing power. Mr Malstrom performed the emergency procedures (advanced mixture, cycled the mags, advanced throttle. Engine performance was not regained, and he diverted to the Redmond Airport. He did not identify the runways immediately, and when he did he was south of the airport and higher than he desired. He performed a turn which in the end put him too low to line up with a good runway. The result was a landing about 70 degrees off from the runway into the midfield. The nose gear collapsed and the main mounts bent the wing spar.

The airplane is currently at the Redmond Airport FBO.

5.12.2015 - Follow on conversation.

Mr Malstrom stated that there was cirrus clouds above him as he passed through the Seattle airspace and continued to the east of the Portland airspace. Because of the cirrus clouds he said he opened the alternate air door as a precaution. However, at the flight level he was at the air was clear, he did not notice any ice on the windscreen or wings.

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