

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1:00 PM	DATE 06/14/2021
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION ASI - Nelson Wolfmeier		ROUTING	
		SYMBOL	INITIALS
Pilot - Khaled Allen			
SUBJECT Aircraft accident on 06/10/2021 involving N3793W			
DIGEST			
ASI called Pilot to ensure he had received his Pilot Bill of Rights and if he had any			
questions. The Pilot said he was good. The ASI asked the pilot to explain what happened.			
The pilot stated that he was interested in getting a check out in the school's Cherokee			
Six. The aircraft would be the biggest he had flown to date and was excited to learn it. He			
stated that he had about five hours in high performance aircraft and so was trying to be			
very careful in his preflight preparations. The pilot stated that the checklist was very			
general and didn't really say what to check, only that it said 'check engine, check wing.'			
He stated that the flight manual was very difficult to read and did not include much of the			
information he was used to seeing. He did not find any V speeds or fuel burn charts. He			
checked the fuel level and found both tip tanks full and the left main tank 'pretty low.'			
The ASI asked him what is pretty low and the pilot stated that he would guess that the tank			
had less than 10 gallons but didn't really have a basis to wager a guess. He said the right			
main tank was just about at the tab which he thought to be about 16 gallons. The pilot said			
he was relying on his CFI to ensure that they had enough fuel although he "didn't feel good			
about the fuel level." He discussed his concerns with the CFI and they agreed to only feed			
from the right tank to balance the fuel. Engine start and taxi were uneventful. (CONT.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/14/2021	TITLE ASI	SIGNATURE	

DIGEST (CONT)

During the run-up, the pilot noticed that the #6 cylinder was lower temperature wise when compared to the other cylinders. He pointed it out to the CFI who said that was what happened on the first flight and that it would come up before takeoff. They taxied to the runway and the #6 cylinder was starting to look closer to the others in terms of temperature. The crew departed to the north and climbed to 8000' MSL but the pilot observed some turbulence and stated that the airspeed was bouncing around a lot. The pilot stated that the CFI had him perform some steep turns, a power off stall, and a simulated engine out. They then proceeded to KLMO to perform landings. They accomplished three uneventful touch and go landings before departing the pattern for a return to KBJC. The pilot said they climbed to 6500' MSL and contacted KBJC tower 10 miles out. Almost as soon as he had made contact, the pilot said the engine began to loss power. He stated that it seemed like the engine was still running but it was not producing power. The pilot advanced the throttle and prop but neither helped. He pitched for best glide which he was not sure of the speed. The ASI asked for clarification to this statement and the pilot responded "I didn't know any of the speeds for the Cherokee Six." The ASI asked how did he know that they were flying the best glide speed and the pilot said that it seemed right. The CFI radioed KBJC tower and informed them of the engine power loss and ATC offered up Erie airport which was 2.5 miles east of their location. The CFI told the tower they weren't going to make it. The pilot landed in a cow pasture and bounced after hitting a berm on the edge of the field. The aircraft skid along the next field and finally stopped. The pilot and CFI evacuated the airplane. The CFI used his cell phone to call the tower and let them know where they were. The ASI asked the pilot about checklists and emergency actions. The pilot said he remembered the CFI did it from memory but they did not have time to pull one out or complete it. Again the ASI asked about the best glide in the aircraft and the pilot said that they just guessed. The ASI asked how they practiced the simulated engine out and he said they just picked a miles per hour that seemed to work. The ASI asked what actions the pilot took after the engine failure, and the pilot said he looked at the fuel selector and thought about switching it but had to turn his attention to flying. The ASI asked if he knew what speed he flew the aircraft at prior to landing and the pilot stated he was too busy flying to notice. The ASI asked if the pilot knew what the fuel burn was for the Cherokee Six and the pilot said that before the flight he had no idea but would have guessed about 13-14 gallons per hour. However, the pilot then stated that he had looked it up after the incident and it showed 18.5 gallons per hour at 75% power and 14 gallons per hour at best economy. The ASI asked the pilot how much fuel he thought he had used on the flight and he stated probably around 16 gallons. The ASI asked the pilot if he had any further questions and the pilot stated that during his normal flying of Piper aircraft, he usually changes tanks every 15 minutes but decided against it because of the lack of fuel in the left main tank. <END>