



## MEMORANDUM FOR RECORD

**Stephen Stein**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety – Western Pacific Region**

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**NTSB Accident Number: WPR18LA278**  
**Aircraft Registration & Make/Model: N9471H; Howard DGA-15P**  
**Accident Location: Kernville, California**  
**Accident Date: September 30, 2018**

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Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

### Interview #1 Summary

**Todd Schultz**  
Accident Pilot

Electronic Mail Correspondence Date & Time; October 9, 2018; 0951 PT

According to the pilot, he normally idles the engine around 1,000 rpm until the oil warms up around 60 C before he checks carburetor heat, magnetos, cycles the propeller and checks the fuel quantity and flight control continuity.

### Interview #2 Summary

**Todd Schultz**  
Accident Pilot

Electronic Mail Correspondence Date & Time; April 11, 2019; 1812 PT

The pilot reported that he had selected the main fuel tank prior to his departure on the accident flight.

### Interview #3 Summary

**Todd Schultz**  
Accident Pilot

Electronic Mail Correspondence Date & Time; October 9, 2018; 0951 PT

According to the pilot, on the morning of the accident he sumped the fuel tanks and then started the engine from the camping ramp and taxiing it over to the main ramp where the café was for breakfast, but then decided to fly home for breakfast since the café was full. He taxied the airplane to the runway, about  $\frac{3}{4}$  of mile, idled the engine for about 15 minutes at 1,100 rpm until the oil temperature rose. He then performed an engine run-up at 1,500 rpm and did not observe any abnormalities. The pilot then sat at the end of the runway for another 15 minutes while he waited for other airplanes to depart. During takeoff, the airplane's ground roll was about 500 ft before the airplane lifted off the runway and the engine then quit about 4 seconds later, about 40 ft above ground level and the airplane descended rapidly towards the ground. He attempted to use the wobble pump for an engine restart, but recalled that it takes a few pumps to deposit fuel, but by the time he performed the requisite number of pumps, the airplane had impacted. At the time of the accident, the front tank was full with about 30 gallons, the main tank indicated about  $\frac{3}{8}$  of a tank and he did not recall how much fuel was in the rear tank.

### Interview #4 Summary

**Todd Schultz**  
Accident Pilot

Electronic Mail Correspondence Date & Time; February 13, 2020; 1530 PT

The pilot stated that the main fuel tank might have been less than  $\frac{3}{8}$  full.