



RECORD OF CONVERSATION

Michael Hicks
Air Safety Investigator
Western Pacific Region

Interview Date/Time: 16SEP2020@1015pdt
Person Contacted: Craig Crovotto (Pilot)
NTSB Accident Number: WPR20CA299
Aircraft Registration Number: N8885X

Interview Summary:

During conversations with the NTSB Investigator-in-charge, the pilot reported that he had used a fuel burn rate derived from previous flights that he had conducted all summer (11GPH). The atmospheric conditions including wind velocity and density altitude during the accident flight were substantially higher than his previous flights that summer. He recalled that a strong headwind existed during the accident flight which he believed contributed to an increased fuel burn rate. The pilot believed that his fuel planning for the accident flight was insufficient, which resulted in fuel exhaustion and the loss of engine power.

The pilot reported that he will provide an updated weight and balance form with fuel planning calculations for the actual conditions of the flight.

During a conversation between the pilot and the responding law enforcement officer Sgt. Sifford [REDACTED], the pilot stated that he ran out of fuel. The pilot later recanted his statement specific to running out of fuel, citing insurance purposes, and asserted that he had an engine issue.