

**From:** [REDACTED]  
**To:** [Stein Stephen](#)  
**Subject:** Re: N6076C - Cessna Skycatcher - Palo Alto, California - NTSB 6120.1 Form  
**Date:** Wednesday, April 20, 2022 4:58:03 PM

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Practice area.

Sent from my iPhone

On Apr 20, 2022, at 14:56, Stein Stephen <[REDACTED]> wrote:

Hi Jorge,

So were you headed to a practice area or were you flying to another airport for this flight?

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**From:** Jorge Amador [REDACTED]  
**Sent:** Monday, April 18, 2022 4:10 PM  
**To:** Stein Stephen <[REDACTED]>  
**Subject:** Re: N6076C - Cessna Skycatcher - Palo Alto, California - NTSB 6120.1 Form

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Hi Stephen,

In regards to question 1. Yes. That is still correct.

There was approximately 17 gallons of fuel.

Thanks,

Jorge

On Mon, Apr 18, 2022 at 4:00 AM Stein Stephen [REDACTED] wrote:

Good morning Jorge,

Thank you for getting this back to me. I hope you had a pleasant Easter weekend and that your injuries are healing quickly.

I have reviewed your submission and have a few follow-up questions.

1. On page 10 you noted “yes” to malfunctions. I recall from our discussion about your glass panel issues during the flight, but your narrative states that you “pulled too far back on the yoke causing the airplane to stall and spin.” I think you also said during our conversation that you did feel like you had a good idea what your airspeed was during the landing despite the issues with the glass panel and that you were overwhelmed during the landing attempt when you lost control and stalled. Is that still correct?
2. On page 10, I’ll need the estimated amount of fuel onboard at takeoff

Thanks,

Stephen

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**From:** Jorge Amador <[REDACTED]>  
**Sent:** Saturday, April 16, 2022 8:00 AM  
**To:** Stein Stephen <[REDACTED]>  
**Subject:** Re: N6076C - Cessna Skycatcher - Palo Alto, California - NTSB 6120.1 Form

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Stephen,

Please see attached. Thank you.

On Thu, Apr 7, 2022 at 2:19 PM Stein Stephen <[REDACTED]> wrote:

Dear Mr. Amador,

The National Transportation Safety Board is investigating an accident involving a Cessna Skycatcher (N6076C), which occurred on April 6, 2022 in Palo Alto, California. You have been identified as the operator of the airplane at the time of the accident and by the rules pertaining to the notification and reporting of aircraft accidents (Title 49 Code of Federal Regulations Part 830), require the operator and/or pilot of an aircraft involved in an accident, or certain incidents, to file a report on NTSB Form 6120.1/2 and furnish other information as required within **10 business days** of the accident.

Please complete the entire form and detailed written statements of the events as they pertain to the accident. They should pay particular attention to the narrative section of the form, and explain the facts, conditions, and circumstances surrounding the accident. If either of the crew members completed written statement, please submit it to me at your earliest convenience.

You may submit the completed and signed form to this office in any manner that is convenient to you. In the signature line of this e-mail you will find my mailing address and fax number. If you elect to submit the form by electronic mail, you

may electronically sign the form by checking the box on the last page and e-mailing it directly to me directly by **April 20, 2022**.

Should you have any questions, please feel free to contact me at the number below.

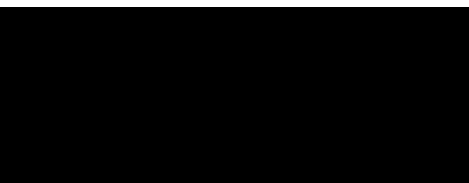
Regards,

Stephen

**Stephen Stein**

Aviation Accident Investigator

National Transportation Safety Board



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