



RECORD OF CONVERSATION

Jason Aguilera
Air Safety Investigator
Central Region

Person Contacted: Rick Hosker, DEN FSDO
NTSB Accident Number: CEN13LA362

Narrative:

FAA Inspector Rick Hosker responded on-scene for the accident involving N856CC, a Piper PA-24-260. Rick informed me that the fuel selector was found in the left main position, with no fuel visible in the left tank. Visually, the tanks contained the estimated amounts of fuel:

- Left Aux: 2 gallons
- Left Main: Empty
- Right Main: 4-5 gallons
- Right Aux: 2 gallons

The onboard engine data monitor, a JPI EDM 930 indicated the following amounts:

- Left Aux: 0 gallons
- Left Main: 11 gallons
- Right Main: 8 gallons
- Right Aux: 3 gallons

After the floats were moved, the JPI read:

- Left Aux: 0 gallons
- Left Main: 2 gallons
- Right Main: 8 gallons
- Right Aux: 3 gallons

Mr. Hosker interviewed the left seat pilot, Doug Brown, in his hospital room. Mr. Brown reported that they were flying from Carlsbad, CA, to Eagle, CO. He and the right seat pilot, Mr. Nick Carroll, had made the trip several times. Mr. Carroll had borrowed the accident airplane

and the two departed to Eagle. Mr. Brown piloted the airplane while Mr. Carroll monitored fuel via the on-board devices. While approaching Eagle, the engine stopped producing power. Mr. Carroll took control of the airplane and directed Mr. Brown to try to restart the engine. The airplane then impacted terrain.

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