



## **RECORD OF INTERVIEW**

**Mitchell Gallo**  
**Aviation Accident Investigator, Investigator-In-Charge (IIC)**  
**Central Region**

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**Date: January 14, 2016**  
**Person Interviewed: Jerry Lucky**  
**Attendees: Robert Bennett, Federal Aviation Administration (FAA)**  
**Oscar Escobedo , FAA**  
**Phil Basile, Textron Aviation**  
**John Butler, Lycoming Engines**

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**NTSB Accident Number: CEN16FA083**

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### **Narrative:**

Jerry Lucky was the brother of the pilot, Samuel Lucky. Jerry Lucky stated that he did not know where Samuel Lucky last refueled N737EZ. Jerry Lucky said that Samuel Lucky did not talk about the airplane or seem to be concerned about the airplane when they met in Sulphur Springs, Texas on January 12, 2016. Jerry Lucky stated Pamela Lucky, the wife of Samuel Lucky, told Jerry Lucky that they were on final approach and the airplane crashed; she did not mention anything about a go-around. Jerry Lucky stated that Samuel and Pamela Lucky arrived at the Sulphur Springs airport around 1800 and they finished eating dinner about 2000. Jerry Lucky stated that it's about a 20-minute flight from Gilmer to Sulphur Springs, Texas. Samuel and Pamela Lucky departed Gilmer airport about 1628 and Jerry Lucky said that when he called Samuel Lucky about 1620, Samuel Lucky said that they were about to leave. Jerry Lucky said that they ate at the Redneck Roadhouse in Sulphur Springs, Texas. Jerry Lucky stated that during dinner Samuel Lucky was complaining about a cramp in his leg and had to get up several times from the table. Jerry Lucky said that Samuel Lucky did not consume any alcoholic beverages and was not much of a drinker. Jerry Lucky said that the reason Samuel Lucky flew rather than drive to Sulphur Springs, Texas was because Samuel Lucky loved to fly. Jerry Lucky said that Pamela Lucky broke her ribs, legs, and hips as a result of the accident.



## RECORD OF CONVERSATION

**Mitchell Gallo**  
**Aviation Accident Investigator, Investigator-In-Charge (IIC)**  
**Central Region**

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**Date: January 21, 2016**  
**Person Contacted: Jerry Lucky**  
**NTSB Accident Number: CEN16FA083**

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### **Narrative:**

During a telephone conversation, Jerry Lucky stated that he did not see N737EZ depart from Sulphur Springs, Texas on January 12,, 2016. He said that when he left, Samuel Lucky was still getting the airplane warmed up, it was kind of cold outside, and Pamela Lucky was already sitting in the airplane. Jerry Lucky said that the airplane was tied down and Samuel Lucky untied the tie downs and checked the airplane wings. Samuel Lucky then got into the airplane and turned the lights on and had the instrument lights on and was "looking at things." Jerry Lucky said that "he doesn't know how much looking around" at the airplane Samuel Lucky was doing. When Jerry Lucky was asked by the IIC if Samuel Lucky visual inspected the fuel tanks, Jerry Lucky said that he did not see Samuel Lucky reach up and shake the wings because he, Jerry Lucky, was not paying attention.

Jerry Lucky was asked by the IIC to provide a time when Pamela Lucky will be able to talk about the accident. Jerry Lucky said she had come home but the home care worker said Pamela Lucky should return to the hospital where she currently is at. Jerry Lucky agreed to contact the ICC when Pamela Lucky would be available to talk about the accident.



## RECORD OF CONVERSATION

**Mitchell Gallo**  
**Aviation Accident Investigator, Investigator-In-Charge (IIC)**  
**Central Region**

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**Date: February 23, 2016**  
**Person Contacted: Pamela Lucky**  
**Persons Attending: Robert Bennet; Federal Aviation Administration**  
**NTSB Accident Number: CEN16FA083**

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### **Narrative:**

During a telephone conversation with Pamela Lucky, that there was no indication of a problem with the airplane when the engine lost power. She said there were no alarms and Samuel Lucky did not say anything was wrong before the engine quit. Ms. Lucky said the Mr. Lucky was an “excellent pilot.”

Ms. Lucky said that the airplane underwent an annual inspection a couple of weeks before the accident flight. She said that the panel lights were not working during the first flight after the annual inspection, but the lights were repaired and were subsequently working and were working during the accident flight.

Ms. Lucky stated that the flight departed from Gilmer, Texas to fly to Sulphur Springs, Texas. The flight duration was 33-34 minutes and there were no enroute stops. The return flight was 29-32 minutes in durations and there were no enroute stops. The cruise altitude was 3,500 to 3,700 feet for both flight legs. She said that the engine did not sound any different during the accident flight than on any of the previous flights.

Ms. Lucky said that Mr. Lucky filled both airplane wing tanks a couple of days prior to the flight to Sulphur Springs, Texas. The airplane wing tanks were fueled from “four big” gas cans. Three of the cans were 5 gallons and the fourth was 6 gallons. Ms. Lucky said that she obtained the fuel for the airplane in the cans when she went to the airport in Gladewater, Texas “probably” 1 1-1/2 weeks prior to the accident. She said the fuel there was cheaper than in Gilmer, Texas. She said that those gas cans had been solely used for fueling the airplane.

Ms. Lucky was asked by the IIC how Mr. Lucky checked the airplane fuel quantity. Ms. Lucky said that Mr. Lucky would use a measuring stick, which she later said was a clear stick that he would stick into the fuel tank and put his thumb over the stick hole. She said that the measuring stick may have come with the airplane.

Ms. Lucky said that everything during the accident flight was going “smooth” and everything seemed “a okay.” She said that she knows that Mr. Lucky had enough fuel in the airplane because he would not put her in “danger.” She said that they checked every rivet and screw on the airplane so they would not crash.

Ms. Lucky said that her injuries included broken ribs and a broken pelvis in five places.