



RECORD OF CORRESPONDENCE

Michael J. Folkerts
Aviation Accident Investigator
Central Region

Date: January 3, 2016
NTSB Accident Number: CEN16LA069

The pilot, Mr. James Knollenberg, provided the following information and perspectives:

- He had accumulated nearly 3,000 flight hours flying Cirrus aircraft.
- His normal process for maintaining fuel balance and awareness was to utilize the timer on the Garmin 430 and switch tanks every 30 minutes. While flying instrument approaches at several airports, he became distracted and didn't notice his abnormal fuel situation.
- After the engine lost power on climb out, he turned back toward the departure airport and attempted various actions to regain power, including selection of the left and right magnetos.
- He did not attempt to switch the fuel selector from the right to left tank.
- He attempted to glide back to the airport. After the Terrain Awareness Warning System (TAWS) called out 500 feet, he determined that he needed to activate the Cirrus Airframe Parachute System (CAPS).
- He estimated the activation altitude to be 450 ft above ground level.
- The airplane impacted the ground nose down, which resulted in a fracture of his right ankle.