



RECORD OF CORRESPONDENCE

Mitchell Gallo
Aviation Accident Investigator
Central Region

Person Contacted: Todd Evans; Federal Aviation Administration Inspector; Oklahoma City FSDO

Date: December 2, 2016

NTSB Accident Number: CEN17LA019

Narrative:

According to the FAA Coordinator, The subject aircraft/owner (newly purchased) was receiving flight instruction and was attempting a touch and go at McAllester, OK. (KMLC) and experienced an engine failure on climb out over the departure end of the runway. The aircraft/pilot executed an emergency landing 200 feet south of the departure threshold. The aircraft impacted terrain upright and slid 30-40 feet and sustained substantial damage, no post impact fire ensued.

The Flight Instructor stated “we performed the GUMPS check and since the left wing tank was highest, we selected it to burn from. We verified tank selection by ensuring the left tank light was lit. After the touch and go, passing 100 ft, the engine failed. We set glide speed (102 mph) and I came inside the cockpit to verify the fuel selector was to the left wing tank, that the mixture was full rich, the prop at full and the throttle at full”.

Aircraft inspection revealed major impact damage to both wing spars, left and right main gear, both flaps, propeller and entire bottom of the fuselage, engine mount ears were also found broken. Minimal fuel was present in left and right main tanks, aux. tank appeared full. The fuel lines/hoses in the engine compartment were disconnected and contained only a few drops of what appeared and had the odor of avgas. Further inspection of the lower fuselage in the area of the fuel selector valve revealed heavy impact damage and separation of the A/N fittings for the fuel supply lines. The gascolator screen was not obstructed and bowl only contained a few drops of what appeared and had the odor of avgas.

Post-accident examination of the fuel selector was unable to determine that the fuel selector was in the left main fuel tank position due to shifting during impact. The pilot stated that he could not

detect the fuel detent and move the selector to the left main fuel tank position using the position indicator light as a reference.

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