



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region

Record of Telephone Conversation

Person Interviewed: Miguel Ramirez – FAA Inspector

Date: November 17, 2016

Subject: – CEN17LA036

He examined the wreckage both at the accident site and after it was moved from the field.

The airplane was upside down when he first saw it. There was no smell of fuel at the site.

After the airplane was moved, he checked the fuel line into the engine and there was no fuel present. There was very little fuel in the left tank.

The airplane holds a total of 36 gallons of fuel. 18 gallons in each tank, 15 of which is usable. Fuel burn is 9 to 10 gph. The airplane was flown about 1.3 hours during the accident flight.

The location of the fuel pick-up line would have allowed the fuel to un-port during the climbing turn.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Jerry Patterson - Pilot

Date: November 9, 2016

Subject: – CEN17LA036

He topped off the airplane with fuel on October 24th. The accident flight was the first flight since the 24th.

The airplane was topped off.

Took off at 1100. Flew to Praha. Flight was 1 hour 22 minutes long.

Returned to San Marcos. Landing on runway 13 and didn't like the landing so he went around.

During the initial climb, the engine quit. He was too high to put it back on the runway, so he landed in the grass between the runways.

The landing was hard, and the ground was soft. The airplane nosed over.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator