



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 3/27/17 at 1530 CDT
Person Contacted: Ulug Bayramoglu, pilot
NTSB Accident Number: CEN17LA105

Narrative: In a telephone conversation with Mr. Bayramoglu, he stated the following:

- He and the owner flew the accident airplane on the day before the accident, 2/19/17, to get lunch at GLE. They got fuel at GLE since it was cheaper and flew back to DTO which was about a 15-minute flight
- The owner asked the pilot to fly with him again on the day of the accident with the intention to go to GYI (from DTO) to practice touch-and-go landings
- They departed DTO about 2130 to 2145
- They picked GYI since it had a longer runway and the accident airplane required a 2,000+ft takeoff roll
- They performed ~5 landings then took a 10-minute break, then 3-4 more landings
- They performed 7-8 touch-and-go landings at GYI and departed for GLE since it was getting late
- About 5 minutes from GLE the fuel pressure gauge read 0 psi so they turned on the fuel boost pump and the gauge read 5 psi, while the engine continued to operate smoothly
- He was not sure how long the gauge read 0 psi
- The fuel pressure gauge normally read 5 psi during flight
- The tachometer showed 2,250 to 2,300 rpm, and the mixture was leaned
- The boost pump remained on for the remainder of the flight
- During short final a coyote or something similar was spotted on the runway so he executed a go-around maneuver
- The airplane never touched down on the runway before the go-around

- He knew there were power lines straight ahead
- He turned left crosswind when the engine quit
- He made an emergency landing and the ground was very muddy and soft
- The accident happened about 0010 to 0015
- He noticed fuel on his shoes when he stepped out of the airplane
- He called his wife at 0025 on his cell phone
- He called '911' at 0048. The call lasted 23 minutes
- The airport manager said the fuel selector was found on the right tank and there was fuel on the ground
- This airplane holds 22 gallons of usable fuel and the burn rate is 5 gph in cruise flight
- He guessed the accident flight time was 2 hours 28 minutes
- The most recent annual inspection was completed October 2016
- The flight controls of the airplane got mushy below 80 mph and he didn't like that about this particular airplane
- He doesn't think he had enough altitude to get back to the runway
- Wind seemed to be no factor

End of conversation.