



RECORD OF CONVERSATION

Arnold W. Scott
Senior Air Safety Investigator
Central Region

Date:

Persons Contacted: FAA Inspectors Michael Biselaka and Marshel D. Humphries
NTSB Accident Number: CEN17LA338

Narrative:

During several telephone conversations with FAA Inspectors Michael Biselaka and Marshel D. Humphries, the following was discussed:

The pilot, William J. Rasmussen III, told Inspector Michael Biselaka that while en route from Macomb, Illinois, to Mattoon, Illinois, the engine lost power. His first thought was that it was a fuel issue. He made a forced landing in a bean field near Mt. Zion, Illinois, and the airplane nosed over on its back. Mr. Rasmussen said there was fuel in the tanks at the accident site.

Prior to moving the airplane to its hangar, Mr. Rasmussen said he drained 13 gallons of fuel from the fuel tanks because he did not want fuel leaking on his hangar floor. By the time FAA Inspector Marshel Humphries arrived, the airplane had moved and had been in the hangar for over 24 hours. Inspector Humphries said he had no way of confirming the amount of fuel that was in the airplane at the accident site because the airplane had been inverted and fuel could have leaked out the vented fuel caps. When he examined the airplane in the hangar, he did not observe any fuel in the tanks. Mr. Rasmussen said that the fuel tanks, which held 30 gallons, were filled at Macomb, Illinois. Inspectors Biselaka and Humphries estimated the flight time from Macomb to Mt. Zion to be about one hour.

Mr. Rasmussen was asked several times to complete NTSB's Pilot/Operator Aircraft Accident/Incident Report, but he never did. He told the inspectors that he would not repair the airplane and planned to sell the wreckage.