



RECORD OF INTERVIEW

Michael J. Folkerts
Aviation Accident Investigator
Central Region

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NTSB Accident Number: CEN19F124

Mr. Tom Barger, a flight instructor, provided the following information:

- He and the pilot flew frequently in the accident airplane.
- He thought the pilot had taken Caravan training with Flight Safety during 2018.
- The pilot normally planned to land with at least one hour of fuel remaining.
- He would not expect the pilot to fly with the airplane over gross weight.
- The pilot was never reluctant to spend funds to have the airplane repaired. The pilot had a very high regard for his mechanic's company.
- On several occasions, he observed the pilot allowed the accident airplane's inboard tanks to be overfilled. After doing so, the flight instructor estimated useable fuel on board as about 180 gallons, vice useable fuel capacity of 166 gallons from the POH. The pilot would write "166" on his flight planning "kneeboard" log for fuel onboard.
- The pilot normally flew at cruise with the engine mixture adjusted to "lean of peak", which resulted in a fuel flow of about 14 gallons per engine.
- With wing tank fuel below 40 gallons, it was not possible to visually check the fuel remaining in the fuel tank.
- The flight instructor had never noticed an issue with accident airplane's fuel quantity system and thought it accurately displayed fuel onboard the airplane.
- While flying with a different pilot, the flight instructor had feathered the accident airplane's propellers for practice, while at a high altitude. He recalled this flight occurring early in 2018.
- The pilot's mechanical flying skills were very good. On occasion, the pilot's understanding of aviation theory and technical issues was not strong.
- He had noticed a few times when the pilot did not react very well to unexpected inflight issues.