

Fox Todd

From: Frank.G.Fortmann [REDACTED]
Sent: Wednesday, November 21, 2018 10:54 AM
To: Fox Todd; richard.long [REDACTED]
Subject: RE: CEN19LA007 ~ Refugio, TX ~ Grumman AA-5B (N81383)

Follow Up Flag: Follow up
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Todd

Sorry for the delay, this accident was turned over to Richard Long.

On October 26 (may be off by a week, check a attempted call to you from [REDACTED]) I travelled to Silverwings Airpark and visited with Dave Fletcher and Fletcher personnel.

During my visit to Fletcher Aviation, personnel removed the electric boost pump filter, the fuel line and the carburetor drain. The fuel boost pump had less than 1 oz and not enough to reach the fuel inlet port, the combined fuel line and float bowl also had less than 1 oz.

The right tank had approximately 7 gallons and the left empty, also seen at the accident sight.

During my visit I requested statements from the personnel familiar with the aircraft or pilot. Stated repeatedly was the inability for Mr. Eckenroth to get anywhere without getting lost.

The aircraft logbooks were reviewed and found compliant.

At the time of the visit an unanswered call was made to Mr. Eckenroth. A call made on Dave Fletchers' phonel was answered and I conducted an interview on that telephone.

Mr. Eckenroth was hesitant but did answer most questions. He stated he got lost on his was to Houston and decided to land at Refugio for fuel and switched to the left tank (empty).

The engine quit turning final. Mr. Eckenroth was vague on further details.

He stated he has 2600 total hours, 300 in type and 29 in the last year, he did not have a date for his last BFR.

I explained the different roles of the FAA and the NTSB and stated that he would hear from us separately and what to expect.

We did not release the aircraft.

Frank G. Fortmann

From: Fox Todd [REDACTED]
Sent: Wednesday, November 14, 2018 7:54 AM
To: [REDACTED]
Cc: Fox Todd; Fortmann, Frank G (FAA)
Subject: FW: CEN19LA007 ~ Refugio, TX ~ Grumman AA-5B (N81383)
Importance: High