

Good Morning, Mike.

Per our conversation yesterday afternoon, I'd ask that you provide the following information to facilitate my investigation into the accident involving N3598R on 01 JUL 2019 at Hwy 59 & Gun Club Road near Fort Smith, Arkansas.

1. Pre-Departure Information (at least)

- a. What was the purpose of the flight? **RESPONSE:** To see what all my passenger knew about flying the airplane. Basic student pilot maneuvers.
- b. In what capacity were you planning to fly the aircraft? **RESPONSE:** To evaluate skill and proficiency of what had been learned so far
- c. How did you come to use this particular aircraft? **RESPONSE:** Southern Eagle Aviation, Greg Reed
- d. What actions did you take to ensure the aircraft was airworthy? **RESPONSE:** Before Flight Greg and I did both preflight and went over aircraft condition
- e. How did you determine the aircraft had fuel / had been fueled? **RESPONSE:** Visual inspection
- e. Was this flight associated with a flight school? If so, provide its information. **RESPONSE:** Southern Eagle Aviation [REDACTED]
- f. Name & contact information of passenger. **RESPONSE:** Hannah Gray [REDACTED]
- g. In what capacity was the passenger on board? **RESPONSE:** She was getting familiar with a new airplane

2. Explanation of events that led to the accident to include (at least). **RESPONSE:** Took off from KFSM, wanted to see where she was with traffic patterns and a few private pilot maneuvers. Flew the pattern a couple of laps, then departed to the east to do a few private maneuvers. We started heading back to the airport, switched fuel tanks, and shortly after the engine quit. Tried to restart but no restart, and the altitude was low so decided to fly the plane and attempt to land it.

- a. Point & Time of Departure. **RESPONSE:** KFSM (10:30) approximate
- b. Intended Destination & Planned Time of Arrival/Return. **RESPONSE:** KFSM 12:00PM
- c. Reason for decision to land on Hwy 59. **RESPONSE:** Changed fuel tanks, and shortly after the engine started to quit. I checked fields below and they had standing water in them, the road wasn't busy and it seemed to be the best option to get us down safe. And FSM was too far away to glide to.
- d. List any injuries to yourself or passenger. **RESPONSE:** No injuries.

3. Pilot Training (two most recent events within last 2 years) **RESPONSE:** 6/20/19- CFII training

- a. Safety Seminar/Clinic (If yes, MM/DD/YY) **RESPONSE:** N/A
- b. Wings Program (If yes, MM/DD/YY) **RESPONSE:** N/A

4. Pilot Information:

- a. Hours in Make & Model. **RESPONSE:** 6
- b. Hours in last 90 days. **RESPONSE:** 94.2
- c. Hours in last year. **RESPONSE:** 123.3
- d. Total Hours. **RESPONSE:** 367.8
- e. Date of Regulatory Check Ride (provide copy of log entry when available). **RESPONSE:** 6/19/19-CFII

These questions are the starting point of my investigation, and the answers may drive additional questions. I appreciate your patience and candor in your responses as we work through this process.