

Memorandum of Conversation

Date: 11 July 2019

Time: 1040 central daylight time

Conversation Including: Steven B. Thompson; Pilot/Owner

Conversation Regarding: CEN19LA199, N170MV



Summary & Factual Information from Conversation:

Mr. Thompson stated that the purpose of the flight was to fly over his business and then over his property where he was building a private grass airstrip.

Mr. Thompson stated that he completed a normal preflight inspection of the airplane at his hanger located at Mayfield Graves County Airport (M25), Mayfield, Kentucky.

Mr. Thompson stated that he landed at Kentucky Dam State Park Airport (M34), Calvert City, Kentucky, to adjust his seat restraints before continuing toward his property. After a short stop at M34, he departed and flew southwest toward his property.

Mr. Thompson stated that during cruise flight the knob fell off the throttle lever; however, that he was able to reinstall the knob after a couple attempts. He stated that the engine continued to operate normally while he reinstalled the throttle knob. After the throttle knob was reinstalled, he descended to 1,200 ft above ground level and approached his property from the north.

Mr. Thompson stated that the airplane had a total loss of engine power when it was about 0.5 mile west of his property. He was unable to restart the engine and a forced landing was completed on an unfinished portion of the airstrip, during which the airplane landed hard and nosed over.

Mr. Thompson stated that the fuel sensors in the wing tanks were not calibrated properly and, as such, the fuel quantities displayed on the Dynon primary flight display were unreliable/inaccurate. During his preflight, he used a calibrated dip stick to determine that the left and right fuel tanks contained about 11 gallons and 9 gallons, respectively. Mr. Thompson stated that the engine typically used 3-5 gallons of fuel per hour.

Mr. Thompson stated that most of the flight was flown using fuel from the left tank, and that the loss of engine power had occurred a few minutes after he had switched to the right fuel tank.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 11 July 2019 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator