

Memorandum of Conversation

Date: 16 July 2019

Time: 0913 central daylight time

Conversation Including: Thomas A. Garritano; Pilot/Owner

Conversation Regarding: CEN19LA220, N83BA



Summary & Factual Information from Conversation:

Mr. Garritano stated that he and his wife own two identical ICON Aircraft A5 airplanes, serial numbers 51 and 48. Earlier in the day, they flew in their respective airplanes from St Louis Downtown Airport (CPS), Cahokia, Illinois, to Eagle Creek Airpark (EYE), Indianapolis, Indiana, in a loose formation. Both airplanes departed CPS with 17 gallons of fuel, as indicated on each airplane's fuel quantity gauge, and had about 5 gallons of fuel remaining after completing the 3 hour flight from CPS to EYE. The distance between CPS and EYE was about 202 nautical miles (nm) according to the Mr. Garritano's flight planning software.

After landing at EYE, each airplane was serviced with 12 gallons of fuel, and the fuel quantity gauge of each airplane indicated 17 gallons. Mr. Garritano's flight planning software estimated that 13 gallons of fuel was required for the planned 2.4 hour flight from EYE to Chicago Executive Airport (PWK), Wheeling, Illinois. Mr. Garritano noted that the distance between EYE and PWK was about 165 nm, and that he expected to land at PWK with at least 4 gallons of fuel remaining.

Mr. Garritano reported that the flight from EYE to PWK was uneventful for about 2.3 hours at which time the engine began to lose power due to fuel exhaustion. A total loss of engine power occurred while the airplane was on a 3 mile left base leg for runway 16 at PWK. Mr. Garritano made a forced landing in a forest preserve about 1.2 miles from the airport. Mr. Garritano's wife was able to safely land her airplane at PWK after completing her 2.4 hour flight.

Mr. Garritano was not injured during the accident. The airplane sustained substantial damage to the composite fuselage and wings during the forced landing in the trees.

--- 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: _ 16 July 2019 _

Andrew Todd Fox
National Transportation Safety Board