



RECORD OF TELEPHONE CONVERSATION

Arnold W. Scott
Senior Air Safety Investigator
Central Region

Date: February 20, 2019

Person Contacted: Terry Collins, FAA North Texas Flight Standards District Office
NTSB Accident Number: CEN19TA073

Narrative:

During a telephone conversation, FAA Inspector Terry Collins said he examined the airplane at the accident site and found indications that the engine was not developing power at impact. He sumped fuel from the fuel tanks and found it to be clear, bright, and free of contaminants. The fuel gauges indicated slightly more than $\frac{1}{4}$ fuel remaining in the left, and the right tank was empty. Visual inspection disclosed a small unknown quantity of fuel in the left tank. The right tank was empty. The fuel selector was positioned on the left tank.

Inspector Collins said the pilot told him that prior to departing Angel Fire, New Mexico, both left and right fuel tanks were $\frac{3}{4}$ full. When the engine lost power, he switched the fuel selector "to the other tank."

Inspector Collins said that given the fuel quantity onboard at takeoff, the total distance traveled, and considering the power setting and fuel consumption rate necessary to maintain cruise speed to traverse the distance in 2.5 hours, the results were consistent fuel starvation.