

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN20LA421

MEMORANDUM OF CONVERSATION

Jerry L. Harvey, Jr.

October 14, 2020

Interviewee: Jerry L. Harvey, Jr. (Pilot)
Date/Time: October 14, 2020 / 1046 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

Mr. Harvey and NTSB Investigator Fox discussed the following:

Mr. Harvey stated that the airplane was fueled on the evening of September 24, 2020, at Rusty Allen Airport (RYW), Lago Vista, Texas, in preparation for a cross country flight the following afternoon from RYW to South Padre Island International Airport (BRO), Brownsville, Texas. He fueled the airplane using the self-serve fuel pump at RYW, and that the airplane was not flown again before he departed for BRO on the afternoon of September 25, 2020. He preselected 20 gallons to be dispensed at the self-serve fuel pump; that the right tank was filled to the point of overflowing, but the self-serve pump shutoff before left tank was completely full. The analog fuel tank quantity gauges for both main fuel tanks indicated "full" before he departed on the outbound flight to BRO. The wingtip auxiliary tanks remained empty.

Mr. Harvey stated that after departing RYW he made an intermediate landing at Cameron County Airport (PIL), Port Isabel, Texas, due to thunderstorm activity along his planned route-of-flight to BRO. He waited for the weather to improve before continuing toward BRO. Mr. Harvey only used fuel from the right main fuel tank during both flight legs from RYW to BRO.

On September 28, 2020, before he departed BRO for the return flight to RYW, Mr. Harvey asked the fixed-base operator to add 10 gallons of fuel to the right main tank that was "slightly below half." Mr. Harvey stated that he did not use fuel from the left main fuel tank during the flight legs from RYW to BRO and, as such, the left main fuel tank remained "nearly full" from the previous fueling on September 24, 2020. Mr. Harvey did not directly ascertain how many gallons of fuel were in the right and left main fuel tanks before he departed on the accident flight.

Mr. Harvey stated that he departed BRO with the fuel selector positioned on the left main fuel tank and that he did not change fuel tanks until the airplane lost engine power while in the traffic pattern at RYW.

Mr. Harvey stated that the airplane was not stabilized on his first landing approach to runway 33 at RYW, and that he made a go-around and entered left traffic for a second landing attempt on runway 33. The airplane had a loss of engine power while on a left base leg to runway 33. The propeller continued to windmill after the loss of engine power, but there was no indication that the engine was operating.

Mr. Harvey attempted to regain engine power by switching fuel tanks (from the left main fuel tank to the right main fuel tank), verifying that the mixture control was full rich, and selected each magneto separately before returning the ignition switch to BOTH. His attempts to restore engine power were unsuccessful. Mr. Harvey recalled that as he prepared his passengers for a forced landing, he heard the airplane's stall warning horn shortly before the airplane rolled right. Mr. Harvey does not recall the final moments of the flight after the airplane entered an aerodynamic stall at a low altitude.