



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 05/02/2022

**Person Contacted: Steven White (FAA Lubbock FSDO – Aviation Safety
Inspector, Airworthiness)**

NTSB Case Number: CEN22LA189

Narrative:

The following is a synopsis of the information provided by Steven White to the NTSB investigator-in-charge, via a telephone conversation:

- Steven traveled to Blanket, Texas, to examine the airframe and the engine the day after the accident on May 1, 2022. The airplane came to rest in a remote field.
- The airplane sustained substantial damage to the right wing.
- Flight control continuity was established for the airframe.
- There was no fuel found in the right fuel tank. The right fuel tank was not breached, and the fuel cap which appeared normal was found installed properly.
- There was very little useable fuel found in the left fuel tank. The left fuel tank was not breached, and the fuel cap which appeared normal was found installed properly.
- There were no signs of a fuel leak on the airframe and the engine and there were no signs of a fuel leak or spillage on the ground such as with vegetation blighting. There were no odors of fuel at the accident site.
- The airframe and engine fuel lines were found intact.
- The fuel tank selector was found in the right tank position. The fuel selector was able to be rotated by hand through the various detents.
- The main fuel line to the fuel pressure regulator and the fuel injection distribution manifold was opened and there was no visible fuel found in the line.
- Airframe to engine control continuity was established.
- The engine cowlings were opened to examine the engine. The engine case, cylinders, and accessories appeared to be intact.
- The propeller was able to be fully rotated by hand.
- There were no onboard data recording devices. There were no fuel records or receipts found onboard.
- There were no preimpact mechanical malfunctions or failures noted with the airframe and the engine.

**** Nothing Follows ****



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 05/06/2022

Person Contacted: Richard Ball (Manager – Lone Star Retrieval)

NTSB Case Number: CEN22LA189

Narrative:

The following is a synopsis of the information provided by Richard Ball to the NTSB investigator-in-charge, via a telephone conversation:

- Richard traveled to Blanket, Texas, to recover the airplane on May 6, 2022. The airplane came to rest in a remote field.
 - The airplane sustained substantial damage to the right wing.
 - There was no fuel found in the right fuel tank. The right fuel tank was not breached.
 - There was about 5.5 gallons of fuel found in the left fuel tank. The left fuel tank was not breached.
 - There were no signs of a fuel leak with the airframe and with the engine and there were no signs of a fuel leak or spillage on the ground such as with vegetation blighting.
 - The airframe and engine fuel lines were found intact.
 - The airplane was transported to Air Salvage of Dallas in Lancaster, Texas.
- **** Nothing Follows ****

From: [REDACTED]
To: [REDACTED]
Subject: Re: Report
Date: Tuesday, May 17, 2022 2:57:07 PM
Attachments: [Screenshot 2022-05-17 143615.png](#)

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Hello Mike,

I'm sorry for the delay. I was doing a bit of study myself on what I think happened to try and give you as much information as possible and of course repaying the events in my head ad nauseum. The one thing I am successfully accomplishing is driving my wife and those around me a bit crazy with the repetition. I've been reading about the fuel "unporting" phenomenon when you place the plane at a descent angle of even a few degrees and get some sloshing and 4.5 gallons in a tank seemed to cause it and the reviewer ended up advising having eight gallons in a tank before descending which I didn't have. My amatuer theory is that if the engine doesn't having anything significant wrong with it that the fuel may have come unported as I descended but why I couldn't get the fuel from the left tank into the engine successfully when I was at best glide is beyond me. Here's the Foreflight data from that morning.

Thanks for your help and let me know if there's anything else. My wife and I have somehow contracted Covid so I'm homebound and here to help.

Jackson

Screenshot 2022-05-17 143615.png



On Mon, May 16, 2022 at 10:53 AM Hodges Michael [REDACTED] wrote:

Thank you for the report, can you please send screen shots of your ForeFlight planning data?

Mike

Mike J. Hodges, MS, CHP

Air Safety Investigator

National Transportation Safety Board

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Response Operations Center (24/7): 1-844-373-9922

Work Hours: Monday-Friday, 0900-1730 Mountain Time

“We always need to prepare ourselves for handling the unexpected.” – Neil A. Armstrong

From: Jackson Bean [REDACTED]
Sent: Thursday, May 12, 2022 5:36 PM
To: Hodges Michael [REDACTED]
Subject: Report

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Hello Mr. Hodges,

Can you tell me if I need to get you any more information like pictures, log books, etc?

Thank you,

Jackson Bean

--

Dr. Jackson Bean
[REDACTED]
Greenville, TX 75402

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Dr. Jackson Bean

[REDACTED]

Greenville, TX 75402

From: [REDACTED]
To: [REDACTED]
Cc:
Subject: Fuel
Date: Wednesday, May 18, 2022 6:12:12 PM
Attachments: [IMG_2076.jpg](#)
[IMG_2075.PNG](#)

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Unfortunately, I don't have any fuel receipt to show for our departure to Brownwood from Majors as it was fuel I added myself. For a few reasons, I sometimes use 100LL from Temple where my brother stores every type of race fuel imaginable, one of those being 100LL. He gets it deeply discounted through his sponsors and gives me twenty gallons at a time when I'm passing through and the best I know to do is show you how the fuel is stored and transported. When fuel was \$3.49 a gallon, a stopped the process all together but now that it's over \$5, I grab twenty gallons every time I can from him. This is also one of the reasons I believe it wasn't a fuel issue that caused our power loss is because I filled each tank to within one inch of the tab (27 gal) on both sides meaning at least 40 gallons. I not only watch the fuel enter but after it's allowed to settle, we sump both sides and it's never shown any contamination.

I remember being surprised the fuel truck didn't top off the tanks like they frequently do for me prior to any departure but both tanks were above the orange range (meaning 13 per side) and then ten was added per side resulting in what should have been over 40 gallons.

I can attempt to get you a receipt from Olive Branch if that would help.

Thanks,

Jackson

--

Dr. Jackson Bean

[REDACTED]
Greenville, TX 75402





From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN22LA189 (N47JB) - Fuel Management Information
Date: Thursday, May 19, 2022 12:53:26 PM

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Of course Michael.

With my left ear and sinuses completely clogged and this mental fog set in thanks to Covid round two, I'm going to do my best to recall while answering your questions. I remember filing IFR once I had a somewhat firm departure time and assuming full fuel as evidenced by my filed flight plan. I couldn't recall if the fuel truck came by upon my return home from Memphis a couple of weeks prior or not (I keep a card on file so they top me off whenever they can) though they typically watch for me to land and come fuel me as it's best to keep the internal bladders distended with full fuel for maximum longevity. During pre-flight the morning of, I turned the ignition on before the walk around and saw that one tank was in the orange shaded area and one was slightly above and realized they didn't come by that morning which they frequently do. I saw that I had twenty gallons in the hangar and added ten per side and I remember the fatigue of being careful not to let the cans rest on my clothes as the fuel doesn't leave a mark but my fuel cans sure can due to the dust and grime in the hangar. This put me less than an inch to the tab on one side and right at an inch on the other which my mobile phone flashlight confirmed. I looked inside at the gauges and confirmed that in fact, one tank was higher than the other but both were over half full. I can't swear which tank I did the taxi and run up on nor my climb out but my GNS 530 sounds an alert message every thirty minutes to "CHANGE TANKS" which really means to look at your fuel situation and see if you need to change tanks because I typically alternate which tank I use until a significant difference occurs (around an 1/8 of a tank) and then back over to the other for another alert or two. I never drop below 1/8 of a tank on one side and have only gotten that low a handful of times as BPPP teaches that as a "caution area" as you have to have enough fuel to get to your destination should one tank run out therefore don't continue switching tanks to empty. Either way, you should be looking for an airport to refuel if a tank is at 1/8 and we weren't at that caution zone yet and had the field in sight. I can't say for sure which tank I was on over which landmark until we get to the phase of flight where the engine trouble occurred. It was during the descent in VFR conditions that we lost power and I was using the right tank so I began the engine restart checklist by clicking over to the left tank. With the engine windmilling, that alone should have been enough to remedy a fuel issue but it didn't so I went on and checked both electrical systems by selecting L and R magnetos, then back to both and then using the aux pump on LO and HI and enriching the mixture. As you can see, I have the checklist on my visor not knowing if I would still know the checklist by heart in a true emergency but I wasn't flustered or scared and I called out the engine out procedure again, read off of my visor. We had the field in sight and were gliding at 110 and we went down the list again and I took my forearm to confirm all three levers were fully forward. I changed from the left tank back over to the right tank, engaged the fuel pump and attempted to lean the mixture thinking maybe the engine might be flooded at this point. I pulled the alternate air source handle which had no effect and when I realized we had the field without all of the trees made, I dropped the gear and started trying everything in a last ditch effort to restart. At this point I'm not sure if I changed tanks again or not because I was

desperate and I just don't remember.

I know you're very busy Mike and I'm not sure if you're allowed to share too much with us but of course my wife and I are eagerly awaiting your take on the mechanical aspect of what we experienced IF, and only if, that's something you can share with us.

Thanks, again.

Jackson

On Thu, May 19, 2022 at 10:42 AM Hodges Michael [REDACTED] wrote:

Hi Jackson,

Can you please provide me a more detailed statement on what your fuel management procedures were during the entire flight?

Such as what fuel tank was used for the various phases such as the start/runup/taxi/takeoff/climb/etc., what were the fuel tanks switched to inflight, what were the fuel gauges showing at the various stages, what fuel tank was selected when the loss of engine power occurred, what fuel tank was used during the emergency procedure, etc.

Feel free to just respond back to this email if that is easier for you. Thank you again sir.

Mike

Mike J. Hodges, MS, CHP

Air Safety Investigator

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Dr. Jackson Bean

[REDACTED]
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