

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN24LA114

RECORD OF CONVERSATION

Jason S. Wilson, FAA Aviation Safety Inspector

February 20, 2024

Interviewee: Jason S. Wilson, FAA Aviation Safety Inspector
Date/Time: February 20, 2024 / 12:51 CST
Location: Telephone Call
Investigator(s): Andrew Todd Fox, NTSB Air Safety Investigator

Inspector Wilson stated that the airplane's left wing was substantially damaged by a metal fence post that embedded itself into the lower wing surface. The airplane's leading edge was also damaged by barbed wire. The recording tachometer indicated 3,182.11 hours at the accident site.

Inspector Wilson stated that the wing fuel tanks remained intact, the left fuel tank was full, and the right fuel tank was void of any usable fuel. The left and right fuel quantity gauges indicated FULL and EMPTY, respectively. The cockpit fuel selector was found positioned to the left tank.

Inspector Wilson stated that fuel samples from the wing tanks and the gascolator exhibited no evidence of fuel contamination, were tinted blue, and had an odor consistent with 100 low lead aviation fuel.

Inspector Wilson stated that the engine oil dip stick indicated that the engine contained more than 4 quarts of oil.

Inspector Wilson stated that an operation test run of the engine was conducted at the accident site. With the fuel selector on the left tank, the engine started and ran normally at idle power. The engine power was then increased to about 2,000 rpm for a run-up test. The engine continued to run normally and there were no anomalies either magneto. After the engine run-up, engine power was briefly increased to its maximum static speed of 2,600 rpm before it was decreased to 1,000 rpm. The engine controls appeared to be work normally throughout the operational test run.

Inspector Wilson said that the fuel selector was then moved from the left tank (full) to the right tank (empty). The engine continued to run at 1,000 rpm for about 2 minutes before the engine lost power due to fuel starvation. The fuel selector was then repositioned to the left tank and the engine reprimed with fuel. The engine restarted and ran normally at idle power before a normal shutdown was completed.

Inspector Wilson stated that the student pilot had recently purchased the airplane and was flying it cross-country to his homebase at Hereford Municipal Airport (HRX), Hereford, Texas. The student pilot did not have a flight instructor endorsement for the solo cross-country flight.