



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: June 24, 2015
Person Contacted: Steven Newcomer, FAA FSDO, Atlanta, GA
NTSB Accident Number: ERA15CA243

Narrative:

Mr. Newcomer was interviewed via telephone. He stated that during the forced landing, the right wing was substantially damaged. Mr. Newcomer added that the airplane was equipped with a single 24.5-gallon fuel tank. The fuel tank was not compromised during the accident and Mr. Newcomer did not observe any fuel in the tank. He then added 1 gallon of fuel to the tank and ran the engine. The engine started normally without hesitation and ran continuously.

Mr. Newcomer further stated that according to Operator records, at 1545 on June 17, the airplane was topped off with 10.2 gallons. According to the Hobbs meter, the airplane flew 3.6 hours during the accident flight (2,276.9 - 2,273.3). The pilots climbed the airplane to 9,500 feet during the accident flight, which would have increased fuel consumption during the climb.



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Date: July 29, 2015

Person Contacted: Clint Ellerbee, Chief Instructor, Falcon Aviation Academy
NTSB Accident Number: ERA15CA243

Narrative:

Mr. Ellerbee was interviewed via telephone. He stated that Falcon Aviation's Policy is that all aircraft have to be fully fueled prior to any cross-country flight and all aircraft have to land back at the home airport with at least a 1-hour fuel reserve. The policy was in place at the time of the accident. Following this accident, he briefed all of his flight instructors about the accident and reminded them of the policy.