



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

RECORD OF CONVERSATION

Who: Joseph Bryant, pilot/owner

When: May 1, 2017

RE: ERA17LA165

In a telephone conversation, Mr. Bryant stated that he purchased the airplane three months before the accident but had to wait for the weather to improve before he could fly the airplane back to his home in Washington state. On the day of the accident, he topped off the airplane's 16-gallon fuel tank and reviewed weather conditions along his intended route of flight. Mr. Bryant said it was "drizzly", but the ceiling was "good." He conducted a preflight inspection of the airplane and performed an engine run-up before he departed. Mr. Bryant said when he got about 20 miles south of the airport, weather conditions deteriorated, and he elected to turn back to Leesburg. When he was on final approach to runway 35 at an altitude of 700 ft, the engine "just stopped." Mr. Bryant attempted to re-start the engine, but to no avail, and he made a forced landing just short of the runway. He said he "ran out of airspeed" when the airplane was about 100 ft above the ground, and that it then "pancaked" onto the ground and slid for about 100 ft before coming to a stop.

Mr. Bryant said that the weather conditions (high humidity and visible moisture) were conducive to carburetor icing, but he did not apply carburetor heat until he tried to re-start the engine. Even then, he did not use full carburetor heat. When the airplane was recovered, Mr. Bryant said he drained 13 gallons of fuel from the fuel tank and it was absent of debris and water.

Leah D. Read

Sr. Air Safety Investigator

National Transportation Safety Board