



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Record of Conversation

RE: ERA18LA111

Who: Ryan Carraway, Pilot

When: March 22, 2018

In a telephone conversation, Mr. Carraway stated that he had flown the airplane the day before and it was “topped off” with 19.3 gallons of fuel (44.5 gallons usable per tank, 89 gallons total). He physically watched the lineman fuel the airplane.

Mr. Carraway said that on the day of the accident, he conducted a preflight inspection of the airplane but did not visually check either fuel tank because he had observed the airplane being fueled the day before and he assumed the tanks were full. He said the airplane burned about 13.5 gallons per hour and had a total fuel endurance of 6.5-hours, which was sufficient for his planned aerial survey flight of five hours.

Mr. Carraway said his normal routine was to switch the fuel tanks every hour for the first four hours of flight, which he said he did on the accident flight. At 1435, almost three hours into the flight, with the fuel selector on the left fuel tank, the engine “just shut off.” He described it as “pretty abrupt”. The propeller continued to windmill. Mr. Carraway tried to re-start the engine, but to no avail, and he then made a forced landing with the gear extended on a snow-covered field.

Leah D. Read, Sr. ASI

NTSB – Eastern Region