

Record of Telephone Conversation

Name: Kay, Jeffrey, Pilot in Command, (PIC) N8319D
Address: [REDACTED] Plano TX
Phone: [REDACTED]
Date: 10/24/2018
Description: PIC statement regarding incident of October 24, 2018.

Inspectors Tscha conducted a telephone interview with Mr. Jeffrey Kay, regarding the incident of October 24, 2018 involving fixed wing airplane, BE-J35, N8319D.

Mr. Kay was asked to recount the events on October 23-24, 2018 to the best of his recollection. Mr. Kay stated that the owner/passenger, Mr. Hoster had just purchased N9319D on the October 23 and that he was flying the aircraft back to Texas for the owner and had performed ferry flights for Mr. Hoster previously.

Mr. Kay stated that they "topped off" with fuel at Portsmouth, NH and was flying to UNV for a fuel stop enroute to Texas.

I asked Mr. Kay about his fuel management for the duration of that leg of the flight to which Mr. Kay stated that on take-off he had the Left fuel tank selected and flew on the Left tank position for approximately one hour to burn off approximatey 10 gallons of fuel. Mr. Kay then said he switched to the Aux fuel tank position and flew in that configuration for approximately one hour. Mr. Kay stated that for the last thirty minutes of the flight, he had the Right fuel tank selected.

I asked Mr. Kay if he could recount what had happened and his actions just prior to the engine shutting down through the engine shutting down. Mr. Kay stated that everything was normal just prior to the engine shutting down and that he was on final to UNV traveling at approximately 100 kts. when all of a sudden the engine just went quiet.

I asked Mr. Kay if there was any indication of the engine sputtering prior to shutdown to which Mr. Kay stated that there was no sputtering, it just went quiet. Mr. Kay stated that upon the engine shutting down he turned on the Auxillary fuel boost pump and tried to restart the engine but the engine did not restart. I asked Mr. Kay if he had tried to select different fuel tank when attempting to restart the engine to which Mr. Kay stated that no he did not. I asked Mr. Kay if the fuel tank selector was in the Right tank position just prior to the engine shutdown to impact to which Mr. Kay stated that yes, it was in the Right fuel tank position for the entire last 30 minutes of the flight.

Mr. Kay did ask if there was fuel onboard the aircraft when I inspected it to which I informed Mr. Kay that yes, there was fuel onboard.

I informed Mr. Kay that I would be sending him a Pilot's Bill of Rights (PBR) and that he should be expecting that from me via email.

I asked Mr. Kay for the passengers contact information and he gave me Mr. Hoster's cell phone number.

I asked Mr. Kay if he or Mr. Hoster sustained any major injuries to which Mr. Kay stated that no, neither he or Mr. Hoster sustained major injuries. Mr. Kay stated that they were taken to the hospital and he did not receive any medical care but that Mr. Hoster was treated for a laceration on the head. Mr. Kay stated that they were both released from the hospital and proceeded to catch the first commercial flight back to Texas.

Mr. Kay was informed that I would require additional information from him and would contact him at a later time. I also informed him that the NTSB investigator would also be in contact with him.

Conversation ended.

Henry H. Tscha
Aviation Safety Inspector