



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

RECORD OF CONVERSATION

ERA19LA024

Who: Martin Ferwerda, Previous Owner of N8319D

When: October 29, 2018

In a telephone conversation, Mr. Ferwerda stated that he had owned N8319D for about 5 years. He sold the airplane to Keith V. Hostra on October 23, 2018. The transaction was mostly done over the phone and his son met with Mr. Hostra and pilot Jeff Kay on October 23, 2018 at the Windsock Airport (NH69), Ossipee, NH, where the sale transaction was completed, and Mr. Hostra took possession of the airplane. Mr. Ferwerda was out of town at the time and never met Mr. Hostra or Mr. Kay.

Mr. Ferwerda said he had accrued about 150-200 hours in the airplane and reported there were no mechanical problems. The last annual was completed in December 2017. The airplane did not have a current altimeter or transponder check as required by FAR 91.411 and 91.413 at the time he sold the airplane. Mr. Ferwerda said Mr. Hostra had asked him if the airplane had current altimeter/transponder inspections/tests prior to buying the airplane and he told him they had not been completed in the past three years.

Mr. Ferwerda understood that Mr. Hostra and Mr. Kay departed NH69 sometime after 1830 EDT and received a “pop-up” clearance from ATC to fly direct to PSM. Since the airplane was only equipped with a VOR for instrument navigation, the pilot could track the 180° radial straight from NH69 to PSM, where he believed Mr. Hostra was going to purchase fuel. Mr. Ferwerda said the airplane had a total of about 1.5 hours of fuel plus reserve on board when he sold the airplane.

Mr. Ferwerda said the airplane operated well and had a good running engine; however, if a pilot was not familiar with the fuel system, it could result in a fuel exhaustion/power loss. He said the engine burned about 12.5 gallons per hour when operated at 65% power and properly leaned. Mr. Ferwerda said the Mr. Hostra planned to fly the airplane “much faster than 65%” on their trip back to Texas.

Mr. Ferwerda explained that the airplane was equipped with two main fuel tanks (one in each wing) that were interconnected with two auxiliary tanks (one in each wing). If the pilot departed with full fuel, he’d have to first fly for one hour on the left tank to make head room because if

the pilot flew on the auxiliary tanks, any unused fuel would automatically be returned to the left main tank by design. So, to avoid excess fuel being ported overboard, the pilot needed to make sure there was enough room in the left tank to capture any unused fuel. The auxiliary tanks only had about 45 minutes worth of fuel and should only be selected after using fuel from the main tanks. The auxiliary tanks pump fuel faster than what the engine can consume, so that is why any unused fuel gets returned to the left main tank and has a higher depletion rate than the main tanks. Mr. Ferwerda also said that when operating on the auxiliary tanks, it was important to fly straight and level.

Mr. Ferwerda said that he once flew the airplane in "ideal" conditions (65% power, at 6,000 ft altitude, in good weather) for 3 hrs. and 25 minutes. When he landed he was shocked to find he only had about 3-5 gallons left in the tanks. After that experience, he never flew the airplane longer than a few hours. There was also one time, when he forgot to switch from the auxiliary tanks in flight and the engine shut down without warning. Mr. Ferwerda said he was able to switch to a fuller tank and re-start the engine within a few seconds.

Leah D. Read, Sr. ASI

NSTB