



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: 09-11-2020
Person Contacted: Tom Lake; Instructor (Right Seat)
NTSB Accident Number: ERA20LA308

Narrative:

The airplane was owned by a friend of the instructor (Lake) The owner was selling the airplane to the pilot occupying the left seat. The flight(s) were instructional.

This was the 3rd flight together. They were performing landing and engine failure procedures. They conducted about 8 or 9 landings.

On downwind, about 800 feet, they conducted a simulated engine out; they pulled the power to idle, set up for best glide speed of 75 knots and descended for a simulated engine out landing. They were making left turns.

During the recovery and subsequent go-around at about 300 feet above ground level, he applied full power but there was little additional power coming from the engine. Lake stated, "my airplane." He could not get full power and they were still descending.

He turned on the boost pump and cycled the carb heat, but full power could not be achieved, so he just flew the airplane down to a landing in the grass. They touched down normally, but felt a thump and the airplane veered towards the left and travelled across the grass between the runway and taxiway in a 45 degree angle towards the tree line. They hit a "big box" runway marker light which likely caused them to veer left.

Tried to slow down and applied right rudder, but the airplane continued towards the trees.

They started the flight with 10 gallons of fuel. The airplane burns about 6 gallons per hour, and they were only flying for about 45 minutes. Said it was not possible that they ran out of fuel. He switches tanks regularly.

[END]