



NTSB RECORD OF CONVERSATION

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Date: December 14, 2020
Person Contacted: Nathan O'Donnell (Pilot in Command)
NTSB Accident Number: ERA21LA070

Narrative:

The individual noted above reported the following content via telephone and email correspondence. Below is a summary:

- He reported that about 7 miles south of the destination airport, he had just received a frequency change to switch to the local airport advisory frequency. About this time, the engine lost power. It rolled back. The engine "was not working anymore".
- He checked the mixture and propeller controls, but nothing happened. He then pitched for best glide speed of 80 knots and realized he could not make the airport that was about 5-7 miles away.
- He reported that he switched fuel tanks from the left tank to the right tank. The engine failure occurred when the fuel selector was selected to the left tank.
- He reported that he cranked the engine with the starter and turned the boost pump on, but power was not restored. However, the propeller continued to windmill.
- Just prior to the touchdown in a farm field in his flight path was a house. He recalled that the airplane was near the stall speed over the house, and he needed to pitch up to clear the house. He then recognized the stall buffeting after clearing the house and pushed the nose forward, lowered the landing gear, and impacted the terrain. It was a hard landing in the field.
- He reported that he departed with 54 gallons of fuel onboard.
- He believed that both tanks should have had about 1/3 – 1/2 fuel remaining about the time of the accident.
- He reported that no significant maintenance had been performed on the airplane recently.

On December 15, 2020 the pilot was asked via email to recall whether he applied carburetor heat during the flight. The below was his response:



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"Regarding the Carb heat, I used it a few times during the flight, but not on regular or particularly scheduled basis, and had not in the last 30 minutes or so as the last few times I looked at the FAT I noted it was on the warmer side and was drier atmosphere, I also don't recall using it during the failure or decent to the incident site."