



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 2, 2021
Subject: Information from Inspector Juan Garcia (FAA)
NTSB Case Number: ERA22LA080

According to Inspector Garcia, on December 1, 2021, he examined the accident site and wreckage of N3098M.

It appeared that the airplane had touched down on a grassy area on a magnetic heading of 150° struck a drainage ditch, then spun around and came to rest on a magnetic heading of 310°.

The airplane displayed substantial damage to the right wing, fuselage, firewall, propeller, lift struts, landing gear, and internal tubular structure.

The right fuel tank was empty, and the left fuel tank was full. The right (Auxiliary) fuel selector was just out of the the "OFF" position. The left (Main) fuel selector was in the "ON" position.

During the examination, the pilot approached Inspector Garcia and advised him that he was suspicious of the government and when asked by Inspector Garcia if there were any previous problems with the airplane, he advised him that the left fuel tank had a slight leak, but he had fixed it.



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Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 3, 2021
Subject: Information from Robert Morrison (Pilot)
NTSB Case Number: ERA22LA080

According to Mr. Morrison,

He had just filled the left fuel tank prior to departure from his private airport.

When asked to describe the fuel system he advised that there were only two fuel tanks, a left one and a right one, and the main was the "right tank". When asked if there was a header tank in the airplane, he stated that there was not one.

Mr. Morrison also advised that he took off on the left tank and the "other side was on" also.

Mr. Morrison further advised that he had checked the fuel vent and it was not clogged, and it sounded like the "right main ran dry".



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Eastern Region

Date: December 15, 2021
Subject: Additional Information from Robert Morrison (Pilot)
NTSB Case Number: ERA22LA080

According to Mr. Morrison,

He did not have a medical, current flight review, or airframe and powerplant mechanic certificate (A&P), and had stopped keeping a logbook around 2000.

When he had purchased the airplane, it was out of annual inspection, and he continued to operate it without annual inspections up till the time of the accident.

When asked what the purpose of the accident flight was, he advised it was to get fuel at La Belle.

He normally would take off on both tanks, but on the accident flight he took off "on the left," because there was only residual fuel in the right tank.

He advised that the airplane had 2 fuel lines and that, they may have somehow gotten "crossed up."

He further advised that, he did all his own work.

When asked why he did not just fly one of the SLSA's (Special Light Sport Aircraft) that he had built, and was issued a repairman's certificate for, and did not require a medical for him to operate, (rather than the PA-12 which was not an LSA and required a medical certificate, and an A&P), he replied, "I'm a Pirate."