



RECORD OF CONVERSATION

Eleazar Nepomuceno
Air Safety Investigator
General Aviation Accident Division

Date: 9/13/2019
Person Contacted: Jerry Heuertz (FAA Inspector)
NTSB Accident Number: GAA19CA536

Narrative:

The following is a synopsis of the information provided by the FAA inspector on this date:

The FAA inspector reported that the pilot stated that during his approach to land at the airport with a passenger, about 250 ft above the ground, the pilot "ran the right tank dry" and the right engine stopped producing power. He switched the fuel selector to auxiliary tank, attempted to restart the right engine, but due to insufficient altitude, he landed the airplane short of runway 17 in a grassy field. The pilot added that there were no mechanical failure or malfunctions that would have precluded normal operation.

After the inspector's post-accident examination, he determined the main tanks to be empty, with about 17 gallons of fuel remaining in the auxiliary tank; the left propeller blades displayed damages consistent with the engine producing power; the right propeller blades displayed damages consistent with the engine producing no power.

Airplane Info:

- 1972 Cessna 310Q N7673Q, s/n: 310Q0452
- Left engine: Continental IO-520-E2B (S/N 1010204), New 703.8 hrs
- Right engine: Continental IO-520-E2B (S/N 1010203), New 703.8 hrs
- Left side propellers: McCauley 3AF32C87-NR, 703.8 hrs
- Right side propellers: McCauley 3AF32C87-R, 703.8 hrs