



RECORD OF CONVERSATION

Tealeye Cornejo
Air Safety Investigator (Field)
Western Pacific Region

Date: March 2019

Person Contacted: Antonio Cuauhtli

Contact Information: Tel: [REDACTED] email: [REDACTED]

NTSB Accident Number: WPR19LA027

Narrative:

According to the pilot his route of flight was from Arlington to Presidio. He estimated that the flight would be 3 hours and 40 minutes; he had the airplane fueled with 50 gallons, which he estimated to be 5 hours of flight. The pilot stated that the flight manual indicated that he was to takeoff with the right fuel tank selected, fly for an hour, and then switch to the left fuel tank. His intent was to fly on the left tank for 2 hours, and then switch back to the right fuel tank for the remainder of flight and landing. He had flown past Alpine, Texas, and was over the mountains when the engine began to sputter. The fuel selector switch was in the right tank position at this time, and he switched to the left fuel tank. The engine ran without any further issues, until he ran the left fuel tank dry. At that point, he was still over mountains. The pilot observed a ranch with a dirt strip, and he landed there without incident. The pilot stated that the ranch was empty, and he had no cell service to call for help. He examined the airplane and determined that the right fuel tank was empty, and the left tank had over 15 gallons of fuel. He started the engine, and it is "missing" again, so he sat on the ground for a few minutes until the engine ran smooth. He took off from the dirt strip with the intent to continue the flight over the mountains to PRS. The airplane climbed to 5,500 feet when the engine began to surge and "missing." The pilot made a distress call, and because he was in the mountains, there was no place to land. The flight was about 7 miles from Presidio and the airplane continued to lose altitude. Approximately 6 miles from the airport, the engine quit. The pilot attempted to land in a dry riverbed; however, the airplane stalled about 20 feet above the ground and the landing gear struck a brush before coming to land upright.

The pilot was able to shut down the airplane, activated the ELT, and called 911.