



## RECORD OF EMAIL

**Albert P. Nixon**  
**Senior Aviation Accident Investigator**  
**Western Pacific Region**

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**Date: October 1, 2019**  
**Person Contacted: Keith Ruconich (FAA Aviation Safety Inspector)**  
**NTSB Accident Number: WPR19LA265**

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### **Narrative:**

On an email from Keith Ruconich, the following is a summary of what he stated:

- He was able to take a closer look at the right fuel tank and it appeared to be intact.
- The fuel selector was in the “right” position.
- He verified the fuel selector’s detents worked appropriately.
- It appears that they may have run out of gas.



## RECORD OF EMAIL

**Albert P. Nixon**  
**Senior Aviation Accident Investigator**  
**Western Pacific Region**

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**Date: October 23, 2019**  
**Person Contacted: Keith Ruconich (FAA Aviation Safety Inspector)**  
**NTSB Accident Number: WPR19LA265**

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### Narrative:

On an email from Keith Ruconich, the following is a summary of what he stated:

- He felt confident that the accident was a result of fuel starvation.
- In his attached report, he stated the following:
  - The mechanic who had initially jump started N5277C noticed the airplane holding near runway 15 and estimated it had been running its engine about 30 minutes prior to takeoff.
  - Radar tracks start at about 1630 and continue until 1753.
  - At 1752, N5277C was in a steady descent from 2,200 ft.
  - The pilot contacted ATC stating that they may have lost their propeller governor.
  - After ATC asked what they needed, the pilot responded that they were trying to get the propeller working again and that were landing in a field.
  - They heard a loud audible increase in the engine's speed when he manipulated the propeller knob to the full aft position.
  - He also manipulated the throttle, cycled the magnetos, and enriched the mixture.
  - They were losing altitude and he selected a field to land on.
- FAA on scene comments:
  - One propeller was bent under the engine and the other blade appeared undamaged.
  - The left-wing bladder was found full of fuel.
  - The right-wing bladder appeared to be intact and was empty.
  - The fuel selector was positioned to the right tank.
  - The fuel selector is located on the floor below the left leg of the pilot in the left seat.
- An Operations Inspector with Bonanza experience said that a conservative fuel burn would be about 11 to 12 gallons of hour and likely higher with the maneuvers performed.

- Based on statement from both the CFI and student pilot, the airplane's fuel state was not being monitored.