



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: June 17, 2020
Person Contacted: Mr. James Ferringbacher (Pilot)
NTSB Accident Number: WPR20LA147

Narrative:

During a telephone conversation between the NTSB Investigator-in-charge and Mr. Ferringbacher, he reported the following:

- When asked if he observed anything abnormal with the fuel gauges during the flight, Mr. Ferringbacher reported the he did not note anything abnormal. A few times he noted that the airplane was starting to turn left more, but he thought it was because of the nearby mountains; it was not a particularly windy day, just more turbulent.
- Mr. Ferringbacher mentioned that the engine did not make any abnormal noises before it started to sputter. He mentioned it sounded as if the engine was “choking”.
- When asked about engine restart attempts Mr. Ferringbacher stated that when the engine died, he immediately looked down to adjust the mixture. He checked that the fuel selector was on both and observed that the left fuel gauge indicated empty and the right indicated full. He did not switch the fuel selector to the right, but he attempted to pump the engine with primer and throttle. The airplane had “a little juice but was still going down”. During the descent he had to turn away from terrain for a safe landing.
- When asked where the fuel selector was throughout the flight, Mr. Ferringbacher said that the fuel selector was on both before and during the entire flight. He mentioned that his water bottle is positioned in the vicinity of the fuel selector so “I would always check it when getting water.”
- Mr. Ferringbacher mentioned that he felt great the morning of the accident. He had a good night sleep and a normal morning. He has been flying this airplane for the past 6 months, so he knew it well.

- When asked about the number of hours he flies, he said the most he has flown in a month was 127 hours. His workload has not changed with the exception that the flights have been getting longer due to it being summer (more daylight.)
- He confirmed that the airplane just came out of maintenance right before the accident flight. He mentioned that he spoke with the mechanics after the accident and “all was fine there.”
- During our conversation, I mentioned that I spoke with the mechanics and they reported that it is standard protocol for them to always turn the fuel selector to the left fuel tank when securing the airplane on the ramp. Mr. Ferringbacher replied, “I saw that before the flight and switched the selector to both.”

END.

Submitted by: Samantha Link