



## RECORD OF CORRESPONDENCE

**Michael J. Folkerts**  
**Aviation Accident Investigator**  
**Central Region**

**Date: August 31, 2016**  
**NTSB Accident Number: CEN16LA335**

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The pilot provided the following information and perspectives concerning the accident flight:

- He was seated in left seat and photographer was in right seat for the aerial photography flight.
- Both pilot and photographer utilized a 3-point harness system.
- After a forced landing was imminent, the pilot tightened the photographer's harness prior to impact with terrain.
- Weather was good and preflight mission planning was normal.
- He added 10 gallons of fuel to the fuel tanks.
- Fuel tanks were dipped to 550 lbs. (89 gallons), and fuel was balanced between the wings.
- Takeoff occurred at 0845, with fuel selector in the 'both' position.
- After flying for about 45 minutes, the pilot noticed his fuel gages indicated more fuel in the right tank, so he switched the fuel selector switch to 'right' (tank).
- About 30 minutes later (after flying wings level for about 2 minutes), the engine lost complete power (flamed out).
- He unsuccessfully attempted to restart the engine after switching the fuel selector to both.
- He turned airplane toward prevailing winds and selected a field for a forced landing.
- Pilot didn't attempt to feather the propeller, based on his concern that this would impede a possible engine restart.
- Approaching the ground, he noticed a high descent rate. He attempted to flare, but was unable to arrest the sink rate
- Landing was very hard. After landing, the airplane hit a berm and came to rest with the left wing low.
- He turned the fuel selector to 'off' and turned off the battery.
- A fuel low light was never noticed during the flight.