



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Carl Newton - FAA

Date: July 28, 2016

Subject: – CEN16LA251

He performed a postaccident examination of the airplane and engine.

The airplane was in storage since 1996.

The fuel line between the fuel strainer and the carburetor was deteriorated and was leaking fuel. It is unknown how old this line was.

The fuel selector was rigged in such a way that it would only open about 25% of the way. Applied air pressure to the fuel line from the fuel tanks and back pressure was noted. The fuel selector was manually opened by by-passing the fuel selector handle, the air flowed through to the fuel line.

Old gasket in fuel strainer and debris in the fuel bowl.

Large insect nest in engine compartment.

The owner assisted with the annual in June 2016, and the IA didn't verify the work.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region

Record of Telephone Conversation

Person Interviewed: Larry Reese - Pilot

Date: July 6, 2016

Subject: – CEN16LA251

The accident occurred on the first flight after the airplane had sat for some time. He wasn't sure how long. The wings had been removed and recovered and an annual inspection was performed. The airplane had been run on the ground, but not flown since the wings were re-installed.

He departed from Tanner Airport, a private strip near Port Lavaca, TX. He was relocating the airplane to Victoria so a new weight and balance could be calculated.

Prior to departing he ran the engine for about 10 minutes and it ran fine. He did a mag check and carb heat check. The engine ran fine and about 10 – 15 minutes into the flight the engine started to sputter. It then smoothed out and short time later, it lost all power. He applied carb heat, checked the fuel selector position and checked to make sure the mags were on. Power was not regained.

He was at an altitude of 1,000 to 1,100 due to the low ceiling so he didn't have a lot of options on where to land. He chose a corn field near the intersection of Lake Placedo Road (1090) and Rt 87. During the landing, the right gear collapsed. There was no prop damage.

The airplane holds 26 gallons of fuel. It had been fueled with 20 gallons about 1 ½ weeks prior to the accident and had about 1 hour of ground run time since then. He estimated he had 45 minutes to an hour of fuel on board for the 15 minute flight.

The farmer is going harvest the crop in about 2 weeks at which time the airplane will be removed from the field.

Mr. Reese was instructed to notify myself and the FAA when the airplane is going to be removed.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator