

# Memorandum of Conversation

Date: 13 July 2021

Time: 0840 central daylight time

Conversation Including: Khaled C. Allen; Pilot

Conversation Regarding: CEN21LA261, N3793W

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Summary & Factual Information from Conversation:

Mr. Allen stated the purpose of the flight was to receive a checkout in the Piper PA-32-260 (Cherokee Six) from the flight instructor (Mr. Jordan Zeller).

Mr. Allen stated that before the flight the fuel level in the right wing main fuel tank was near the bottom of the filler neck or "tab" (16 gallons), the left wing main fuel tank contained less than 10 gallons of fuel, and both wingtip tanks were completely full (17 gallons each).

Mr. Allen stated that he and Mr. Zeller discussed the fuel status before departure and had agreed to operate the engine on the right wing main tank to correct the fuel imbalance between the tanks during the flight. Mr. Allen stated that the airplane had enough fuel available for the intended 1 hour flight.

Mr. Allen stated that the checkout flight consisted of visual flight rules (VFR) maneuvers and 3 touch-and-go landings, and that about 1.1 hour into the flight the airplane had a loss of engine power while returning to the departure airport.

Mr. Allen stated that the loss of engine power was likely due to fuel starvation because the engine had been using fuel from the right wing main fuel tank for the entire 1.1 hour flight. Mr. Allen stated that the expected fuel consumption rate at 75% engine power was about 14 gallons per hour.

Mr. Allen stated that he did not switch fuel tanks after the loss of engine power because he was focused on the forced landing.

--- End of interview summary ---

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I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: \_ Andrew Todd Fox \_

Dated: \_ 13 July 2021 \_

**Andrew Todd Fox**  
**National Transportation Safety Board**  
**Air Safety Investigator**