



RECORD OF CONVERSATION

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Air Safety Investigator
Central Region

Date: May 20, 2022
Person Contacted: Larry Smith, pilot/owner
NTSB Accident Number: CEN22LA180

Narrative: In a phone conversation with Mr. Smith, he stated the following:

He was knocking off the rust for his flight review that was planned for the next day (4/15/22). He was trying to move all fuel into the main tank so he didn't have any fuel issues the next day and could just run off the main tank. The main tank (26 gals) under the belly, and wing tanks (13 gals each). About the airplane's fuel system – whatever fuel is not used by the engine is sent back to the main tank.

He departed from Conroe and climbed to 3,000 ft with the main tank selected. During cruise flight and before the practice maneuvers, he switched to right auxiliary tank. He was fully focused on all his maneuvers for the flight review and also trying to do fuel management since he did not top off the tanks before the flight. He had set a 20 min timer on his Apple watch, which should have vibrated and sounded. He missed the vibration and sound due to being focused on other tasks. He cannot totally remember this because of the accident. He remembered looking at the fuel sector at some point but didn't remember looking at the selector when he completed touch-and-go landings at Huntsville. After the successful landing, the airplane lifted off and the engine sputtered and quit. He lowered the nose and the engine started again for a moment. He was trying to figure out what to do and knew he would need to make an emergency landing if the engine did not come back immediately. He doesn't think the Apple watch vibrated because somehow, he missed it. The engine sputter caught him by surprise. Swift is a very intense airplane, and you have to be on it all the time.

During the TNG he put the gear up quickly then must have put the gear down when he knew he was going to make an emergency landing. He thinks the cause of the accident was his fuel mismanagement.

End of conversation.