

From: [Tyler Coats](#)
To: [Stein Stephen](#)
Subject: Re: NTSB 6120.1 Form
Date: Tuesday, December 7, 2021 10:28:08 AM

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Hey Stephen,

No worries. I talked to Jacob after they went and looked at the plane again, and they said they were about four gallons in the right tank, and the left tank was bone dry. Therefore I feel starvation is more applicable here. Although given the circumstances and the fact that I was 1000 feet AGL when this happened, I'm not sure that it would have even mattered if there was fuel in the right tank at all. I was in my most vulnerable position when the engine loss occurred, and had only seconds to react. Thanks so much.

Best,
Tyler Coats

Sent from my iPad

On Dec 7, 2021, at 11:01 AM, Stein Stephen [REDACTED] wrote:

Hi Tyler,

Not to keep rashing this, but I'm getting some pushback here.

In your statement you said it was fuel starvation, but when we talked you said after the accident when you looked at the tanks both seemed pretty dry. Was there more fuel in one than the other?

I'm trying to make sure I restate this correctly. Starvation suggests there was still fuel onboard, while exhaustion means there was absolutely no fuel.

Thanks,

Stephen

From: Tyler Coats [REDACTED]
Sent: Tuesday, November 23, 2021 8:44 AM
To: Stein Stephen [REDACTED]
Subject: Re: NTSB 6120.1 Form

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attachments unless you recognize the sender and know the content is safe.

Hey Stephen,

So sorry for the delay coming off of the weekend.

Personally as the PIC on board, I believe that the accident was caused by fuel starvation, inaccuracy in fuel gages of the plane, and improper fuel planning. Going forward, instead of a 30 minute extra fuel requirement, I am going to extend my personal minimums to an extra full hour of fuel on board for any cross country. I am going to do everything in my ability to prevent a situation like this from happening to me ever again. This will include extra safety lessons, WINGS program, and personal in depth meetings with my instructor and other relevant parties.

Thank you
Tyler Coats

Sent from my iPad

On Nov 20, 2021, at 12:02 PM, Stein Stephen <[REDACTED]>
wrote:

Tyler,

Nicely work and extra thanks for the expediency. I have one comment. The section entitled "recommendation" contains the remedial efforts of Red Rock. It would also be helpful if you could add what you think caused the accident to this section to form the conclusion.

Or, if you don't want to have to resign the form, you could state it in your reply to this email.

Thanks,

Stephen

From: Tyler Coats <[REDACTED]>
Sent: Friday, November 19, 2021 3:19 PM
To: Stein Stephen <[REDACTED]>
Subject: Re: NTSB 6120.1 Form

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hey Stephen,

Here is that PDF form. Safe travels to New Mexico. Let me know if you need anything else from me.

Best,
Tyler Coats

On Nov 18, 2021, at 5:03 PM, Stein Stephen

████████████████████ wrote:

Dear Mr. Coats,

The National Transportation Safety Board is investigating an accident involving a PA-28-180 (N9467J), which occurred on November 17, 2021 in Farmington, New Mexico. You have been identified as the pilot-in-command of the airplane at the time of the accident and by the rules pertaining to the notification and reporting of aircraft accidents (Title 49 Code of Federal Regulations Part 830), require the operator and/or pilot of an aircraft involved in an accident, or certain incidents, to file a report on NTSB Form 6120.1/2 and furnish other information as required within **10 business days** of the accident.

Please complete the entire form and detailed written statements of the events as they pertain to the accident; pay particular attention to the narrative section of the form, and explain the facts, conditions, and circumstances surrounding the accident. If you completed a written statement, please submit it to me at your earliest convenience.

You may submit the completed and signed form to this office in any manner that is convenient to you. In the signature line of this e-mail you will find my mailing address and fax number. If you elect to submit the form by electronic mail, you may electronically sign the form by checking the box on the last page and e-mailing it directly to me

by **December 2, 2021**.

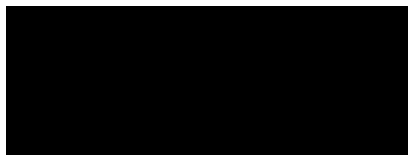
Should you have any questions, please feel free to contact me at the number below.

Regards,

Stephen

Stephen Stein

Aviation Accident Investigator
National Transportation Safety Board



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<NTSB 6120 Form.pdf>

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