



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
FAA Inspector Statement
CEN15LA303
Cincinnati Ohio
July 52015

FAA Inspector Bloom reported the following information after interviewing the pilot and aircraft examination:

The aircraft took off from I69 enroute to LUK. After reaching an altitude of 1,800 feet, the engine began to lose power, and eventually quit. The pilot conducted a forced landing on a golf course, where the aircraft continued up an embankment, spun around 180 degrees, and impacted two trees. The aircraft was substantially damaged, but no injury occurred to the pilot or persons on the ground.

The engine did not exhibit any mechanical/induction, or fuel delivery problems when checked at the accident site. All engine controls were functioning properly. Oil quantity was sufficient. Additionally, the fuel tanks were not damaged and there was no indication of fuel leaking at the accident site. The aircraft came to rest on its nose and ~ 25 degrees left wing low.

The aircraft contained one 26-gallon (25 usable) fuel tank in each wing. According to the pilot, the aircraft burned 10 gallons per hour and the last amount of fuel put on the aircraft was 13.4 gallons, the day before the accident. The aircraft accumulated about 3.1 hours since the fuel tanks were serviced.

At the accident site, the engine data management (EDM) 930 system was powered up and the "fuel remaining" indicated 17.6 gallons. However, after the fuel was drained from the left wing, approximately 2 gallons were recovered from the aircraft's fuel tanks.

Per the EDM 930 pilot's guide, the pilot is required to perform a "first time set up" which includes calibrating the fuel flow transducer. This calibration has a direct input into how the EDM computes the aircraft's remaining fuel. This task was never accomplished, which provided the pilot with an erroneous "fuel remaining" indication.

In addition, the pilot stated that he never physically looked at the wing tank fuel quantity tubes that were in the cockpit to ensure there was sufficient fuel. He also said he does not "dip" the tanks to verify fuel quantity after refueling. Also, the pilot stated that he was "preoccupied" with trying to obtain the "rich to peak" fuel burn on the EDM while the engine began to lose power and may not have noticed the engine was losing power until it actually quit.

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