

From: [REDACTED]
To: [REDACTED]
Cc: [Silliman James](#)
Subject: N7954W
Date: Monday, October 1, 2018 3:20:02 PM
Attachments: [08-31-18 James Brown narrative.docx](#)

John,

I spoke to the airman. They stated that they departed Flippin Airport (KFLP) with full fuel in the auxiliary and main tanks. They then flew to Mt. Home (KBPK) airport to get the oil changed. From there they flew to North Little Rock (KORK) which took about 36 minutes of flight time. This was all flown on the right main tank. During preflight there was no contamination found in the fuel tanks. Prior to departing from KORK for Pine Bluff (KPBF) Mr. Brown stated that he switched to the Left main tank and departed. There was no engine problems noted during runup or takeoff. At about 4,500 feet and 10 miles south of Little Rock (KLIT) he had been flying for about 10 minutes. Mr. Brown turned off the fuel pump and engaged the autopilot. The engine then rolled back to what he perceived as idle. I asked Mr. Brown if he looked at the engine gauges when this happened and he stated that he immediately turned on the fuel pump but did not look at the actual engine gauges. Turning on the fuel pump made no difference. Mr. Brown then switched back to the right main tank. His thought was that he had flown down on the right main tank with no problems. The engine then stopped running and he attempted a restart but was descending quickly. There was no chance for a restart and at about 1560 MSL is when he decided to try to make a forced landing on the greenspace of the island. He stated that he does have the Foreflight track saved on his computer and can give access to it if you need him to. I have also attached his initial statement. Let me know if there is anything else you need.

Have a great day,

Nicholas Cusimano

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