



MEMORANDUM FOR RECORD

The following information was obtained during the course of the investigation.

Information obtained from FAA Inspector Michael Barrow revealed that on the day of the flight, the pilot again stated that he was at 1,200 ft above ground level when the engine began to miss so the pilot changed fuel tanks and turned on the fuel pressure switch. The engine ran for about 30 seconds before the engine stopped producing power. The pilot was able to establish a glide speed of 80 mph and tried to perform a forced landing to an open field off of Highway 92. However, he ran out of altitude and the airplane descended into a grove of small trees. The pilot stated that he did not apply carburetor heat during the flight.

The pilot was not injured.

17 gallons of fuel was drained from the airplane before it was removed from the accident site. Further examination of found that fuel was present in the fuel lines. No anomalies were detected with the engine. Substantial damage was found to the wing spar.

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