

Communication Summary

05/31/2019

Information from: Inspector Jimmey Mygatt, FAA



Summary & Factual Information: Inspector Mygatt was asked to examine the wreckage of N70699 and advise on the cause of the loss of engine power on May 27, 2019. He, in part, stated that he received a report of an airplane that lost engine power while inbound to Witham Field (SUA) from the Southwest. Airplane was approximately 2 miles from the airport when it landed in a nearby field and struck a tree and chain link fence. Arrived at accident site on May 27, 2019 at 1830. Inspected airplane, took photos, and interviewed the pilot, Mr. Bryan Blazie. The pilot provided a written statement. Airplane was recovered on May 28, 2019, by Florida Air Recovery and Storage. Left and right wing fuel tanks were drained during recovery. When drained, the right wing tank was full and the left wing tank was empty. Also, no residual fuel was observed.

Mr. David Porter (A&P, IA) agreed to provide his services for an inspection. Engine inspection was completed on May 31, 2019, by Mr. Porter. The fuel filter bowl was inspected and found to have no residual fuel. Fuel was then ran from right wing fuel line to engine to prepare engine to be started. Fuel flowed through filter bowl. Could not start engine due to a short in airplane wiring, could not connect battery. FAA Inspectors present for engine inspection were FAA Inspector Jimmey Mygatt (ASI Maintenance) and Paul Conti (ASI Operations)

Suspected that engine ran out of fuel and cause of lost engine power. Right wing fuel tank was full and left wing fuel tank was empty. Fuel selector was in the off position when conducting inspection of airplane at accident site. Pilot did state he switched fuel tanks from left tank to right tank when inbound for landing.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator