

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: N10HK Wichita, KS 7/1/2020
Date: Wednesday, July 7, 2021 12:43:12 PM
Attachments: [image001.png](#)
[IMG_0587.JPG](#)
[IMG_0590.JPG](#)
[N10HK_WICHITA_KS \(AAO\) -9.pdf](#)

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Bruce,

Per our conversation please serve as the FAA IIC for the N10HK accident on 7-2-2021.

Here is the Info for the NTSB IIC –

Mike J. Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793

Cellular/SMS: [REDACTED]
Facsimile: [REDACTED]
Response Operations Center (24/7): 1-844-373-9922

Here is a link to the file on the I drive - [REDACTED]
[REDACTED]

The following info will be filled in once SAS is available.

Task -
AR -
Office accident number –

Here is a link to our office's QMS Inspector's report - [REDACTED]

Here is a link to the 8900.1 V7, Ch1, Sec2 guidance [REDACTED]
[REDACTED]

Daniel Orpin
Airworthiness FLM
Wichita FSDO
[REDACTED]

From: Allen, Keith (FAA) [REDACTED]
Sent: Thursday, July 1, 2021 10:20 PM
To: Behrends, Joseph D (FAA) [REDACTED]; Gonsalves, Joseph (FAA) [REDACTED]; Smith, Jeff L (FAA) [REDACTED]; Orpin, Daniel (FAA) [REDACTED]
Cc: Wright, Stephen H (FAA) [REDACTED]
Subject: N10HK Wichita, KS 7/1/2020

On 7/1/2021, a N10HK PA-60 Aerostar, piloted by Jacob Alefs (Commercial Pilot [REDACTED]) coming from Sioux Falls, SD made an off-airport landing north of the Jabara Airport.

He reported engine trouble about 5 miles north of Jabara, after lowering flaps to slow down for pattern traffic as both engines began to hesitate. He raised the flaps thinking that the fuel ports may have been uncovered, but then shut down the right engine to preserve fuel to make it to the airport.

He was unable to maintain a positive climb and was forced to make an off-airport landing in a wheat field. The damage to the airplane is substantial. The pilot, and sole occupant, reported minor injuries and went to the hospital for a checkout.

A continuity check of the flight and engine controls revealed no abnormalities. I turned on the master switch and the fuel gauges read zero. There was no indication of fuel at the scene or on the aircraft. There is an accident folder in the usual place on the I: Drive.

Craig Hatch of the NTSB has released the aircraft for recovery but will notify us when an IIC has been assigned.

Keith Allen
Principal Operations Inspector
Wichita Flight Standards District Office
O: [REDACTED]





RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 09/01/2021

**Person Contacted: Paul Spranger (Midwest Corporate Aviation, Wichita,
Kansas – Service Center Manager and Chief Inspector)**

NTSB Case Number: CEN21LA302

Narrative:

The following is a synopsis of the information provided by Paul Spranger to the NTSB investigator-in-charge, via a telephone conversation.

- Paul did not observe any fuel in the airplane (N10HK, 1980 Piper Aerostar 600A) right after the accident occurred on 07/01/2021.
 - Paul did not observe any fuel in the airplane during the recovery operation in the field.
 - During the recovery operation, no fuel was found in the three fuel tanks. The three fuel tanks were all intact. The engine fuel lines did not contain any fuel.
 - The pilot, Jacob Alefs, admitted to Paul after the accident, that he ran the airplane out of fuel during the accident flight.
- *** Nothing Follows ***



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 10/06/2021

Person Contacted: Jimmy Mullens (Mullens Aviation, Labelle, Florida – Owner)

NTSB Case Number: CEN21LA302

Narrative:

The following is a synopsis of the information provided by Jimmy Mullens to the NTSB investigator-in-charge, via a telephone conversation.

- During the recovery of the airplane (N10HK, 1980 Piper Aerostar 600A) from the field, Jimmy examined the three fuel tanks in the airplane. All three fuel tanks were intact, and they were all bone dry. Jimmy examined all the engine fuel lines and they were all empty.
- Jimmy did not find any fuel in the airplane during the recovery operation.
- Jimmy installed the low fuel warning light from the accident airplane into an exemplar airplane. The exemplar airplane was ZS-MKX (1981 Piper Aerostar 602P). The low fuel warning light worked normally through the signal conditioner and no malfunctions or failures were noted. The light worked as it was supposed to when it was tested in the exemplar airplane.

*** Nothing Follows ***