

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 10:30 AM	DATE 10/12/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Wayne Alden/ Pilot-Owner/ [REDACTED] / [REDACTED] / McGregor, MN		ROUTING	
		SYMBOL	INITIALS
SUBJECT N550ZF accident			
DIGEST			
2022-10-11/1030/ called the pilot-owner of N550ZF and left message for a call back			
2022-10-11/1210/Received a call from the plot of N550ZF and set up an appointment for the			
next day 10-12-2022 scheduled for after the visit to the aircraft wreckage.			
2022-10-12/1300/ Made contact with the pilot-owner of N550ZF,provided the pilot-owner with			
a Compliance Philosophy Brochure.			
The pilot-owner stated that he had flown to Aitkin, MN (KAIT) for some maintenance on the			
accident aircraft, the pilot stated that the engine had developed an oil leak and he wanted			
it looked at. The pilot stated that he was on the return trip from Aitkin, MN(KAIT) to			
McGregor, MN (KHZX)an decided that he would do some site seeing near his childhood home in			
Palisade, MN, the pilot stated that as he was flying he noticed the left fuel tank was at			
around 1/4 tank and that he estimated that it had 3 to 4 gallons of fuel left while the			
right tank was at or near 3/4 tank and that there was approximately 7 to 8 gallons left so			
he switched the fuel selector the the right tank only to correct the imbalance, the pilot			
stated that as a result "continued on the next page"			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Compliance Action Pending			
DATE 10/13/2022	TITLE ASI	SIGNATURE Edward Charles Martin Digitally signed by Edward Charles Martin Date: 2022.10.13 13:20:06 -05'00'	

continued;

of the location of the iPad on the glareshield he was unable to get a clear view of the right fuel gauge and forgot that he had the right fuel tank only selected, the pilot also stated that he did not have a clock onboard the aircraft that may have prompted him to keep a closer eye on the remaining fuel in the right wing.

The pilot stated that he was flying at around 300 feet AGL during the site seeing when the engine quit and he realized that he had forgot that he had only the right tank selected, he then stated that he switched the fuel selector to both, turned on the boost pump and attempted to restart the engine but was unsuccessful and the aircraft was losing altitude much faster than he had expected so he was unable to attempt an additional restart. He then looked to see if he could find a place to land but only had the Mississippi River or the woods to choose from and he chose the woods, and controlled the aircraft into the smallest trees he could see, he then stated that he "kicked it over" to avoid hitting a very large tree in his path. After the aircraft stopped the pilot rotated the fuel selector to off and exited the aircraft he then shut off the ELT, then walked out to the highway approximately 100 yards away.