



Cory Maxon  
Air Safety Investigator  
Aviation Safety - Central Region

**Date:** July 10, 2024

**Subject:** CEN24LA245

**Contact:** Gina Santori, Pilot

On July 10, 2024, Mrs. Santori spoke with the investigator in charge over the telephone regarding the airplane accident that occurred on June 20, 2024.

She stated that the annual inspection of the airplane, N47RT, was completed the day before the accident flight on June 29<sup>th</sup>. Before the accident flight, Mrs. Santori stated that she had conducted a thorough preflight inspection and walk-around with her passenger and had explained the preflight inspection and checklist to the passenger.

She stated that during the initial climb, the engine gradually lost power, and the airplane could not climb. She determined that the airplane's altitude was too low to turn back toward the runway and executed a forced landing into trees off the departure end of the runway. Mrs. Santori stated that there were no irregular noises or warnings before the partial loss of power.

When asked if she had sumped the fuel tanks, she stated that no contaminants or water were found during the preflight inspection and that no anomalies were noted during the preflight or engine run-up. Mrs. Santori stated that she had selected the left fuel tank for departure because it was the fullest tank. The left tank had 30 gallons, and the right tank had 10 gallons.

When asked about the position of the auxiliary fuel pump during the takeoff, she stated that it was in the OFF position and that she did not use the boost pump.