

Statement taken by Inspector Reif

Nick Montei

N31407

10/01/2024 1300

This is a statement from Nick Montie, taken by Inspector Reif, regarding the accident of N31407 which occurred on 9/30/2024 and which Mr. Montei was pilot in command. Pilot provided valid Michigan Drivers License, valid Private pilot certificate, and valid BasicMed verification.

The aircraft, N31407, sat in maintenance from April 7, 2022, until the day of the accident flight, 9/30/2024. The aircraft underwent an engine rebuild, and an annual inspection, and received its sign off from maintenance on 9/27/2024. Mr. Montei arrived at the airport after work, at about 1600-1630 on 9/30/24, and conducted a preflight inspection. There was nothing of note during the preflight inspection. Mr. Montei started the aircraft with no problems, and taxied to the fuel pumps, Mr. Montei estimates about [REDACTED] worth of fuel was added to the left and right tip tanks and the right main tank.

Mr. Montei started the aircraft again with no problems and taxied to the runup area near runway 06. During the run up, Mr. Montei noticed the right magneto check resulted in a decrease of 400 RPM, while the left magneto decreased 100 rpm. He ran up the engine, and leaned the mixture for approximately 3-4 minutes, and conducted the check again, which resulted in a 75 RPM drop on both left and right magneto. All other run up checklist items were completed with no issues noted. Both start-ups, taxi, and the runup were conducted on the left tip tank.

Mr. Montei switched to the right main tank as stated in the pilot operating handbook. He then lined up on runway 06 and departed. Initial take off and climb were nominal, with nothing to note. While on the downwind to runway 06, abeam the numbers, Mr. Montei noted that just before he reduced throttle for descent, the fuel flow indicator dropped from 18 GPH to 14 GPH. He reduced throttle to near idle and began descent to the runway. After turning from base to final, Mr. Montei noted that the aircraft was slightly low, and he increased throttle. There was no response in RPM when throttle was increased. Mr. Montei then increased to full throttle, and again there was no response in the power to the aircraft. At this time, Mr. Montei determined that he had lost power to the aircraft and was on an approximate 2 mile final to the runway. Mr. Montei noticed trees below him and focused on clearing the trees as his priority. He pitched the nose forward to gain airspeed, and then leveled the aircraft off to clear the trees. Mr. Montei recalls the stall horn starting to sound while the aircraft was at the tree line. He then held that attitude listening to the stall horn down to the ground.

The aircraft touched down, and he felt the left gear shear off. The aircraft bounced back into the air for a few hundred feet before touching the ground again. Mr. Montei then focused on slowing the aircraft down. He approximates the aircraft was going 10-15 knots when it then slid into the ditch abeam runway 06. Once the aircraft was stopped, Mr. Montei shut down the engine and fuel supply and then vacated the aircraft. He then called the airport manager, his mechanic, and first responders.

Mr. Montei estimates that the time from switching to the right main tank to the engine quitting was about 4-5 minutes. He estimates the aircraft was at 127 knots on downwind before slowing for descent. Flaps were not used at any point during the flight.

Nick Montei Hours

1111.4 Total Time

23.6 Last 12 months

13.5 Last 6 months

8 last 90 days

500 in make and model

All time since April 7, 2022 is in a J5 Cub.

Flight review completed 12/13/2023

I certify that this is a complete and true statement given to me by the pilot in command.

[Redacted Signature]

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