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Air Safety Investigator
Aviation Safety – Central Region

Date: January 22, 2025

Subject: CEN25LA057, Email Correspondence

Contact: Brooks Vaughan, Jackson, Mississippi FSDO

On December 10, 2024, FAA FSDO Inspector Brooks Vaughn examined the wreckage site and accident airplane, N5321Q. Upon inspecting the airplane, both wing fuel tanks remained intact, and no fuel was drained from either low point when sumped. The center fuselage drain point was drained, producing about 1 tablespoon of fuel. The drain control on the firewall-mounted fuel strainer assembly appeared to be impact separated from the drain lever. The drain tube was removed, and the drain lever was actuated, which produced about 1 tablespoon of fuel.

Inspector Vaughn stated that there were no observable indications of fuel leaking from the vented fuel caps on the upper surface of the wings, low point drains under the wings, fuselage, or firewall fuel strainers. He stated that there was no fuel blight on any nearby vegetation.

In a phone conversation between Inspector Vaughn and the accident pilot, Davis Wasicek, Mr. Wasicek stated that he suspected the engine quit due to the mismanagement of carburetor heat.

In a phone conversation between Inspector Vaughn and the flight instructor, Troy Moore, he stated that Mr. Wasicek did not present a cross-country flight planning worksheet and that he does not require flight planning from him. Mr. Moore was asked about the amount of fuel added before the flight. Mr. Moore confirmed with Inspector Vaughn that it was likely that Mr. Wasicek did not get full fuel because the airplane would have been over maximum gross weight for the flight. He stated that Mr. Wasicek landed at Key Field Airport (MEI) with very little fuel remaining before

refueling and departing on the accident dual cross-country flight. They then discussed that the fuel consumption for the cross-country flight was much higher than anticipated for their flight.