



MEMORANDUM FOR RECORD

Stephen Stein
Investigative Assistant
Eastern Region Aviation

Date: January 10, 2013 at 1530 EST & May 21, 2013 at 1420 EDT
Person Contacted: Patrick Driscoll - Pilot
NTSB Accident Number: ERA12LA480

Narrative:

Mr. Driscoll, the pilot of the accident airplane, was contacted for follow-up by phone on January 10, 2013, at 1530 EST. Below is a record of conversation:

- According to Mr. Driscoll, after the initial power loss he turned the fuel selector to the left tank position, activated the “high power” boost pump, and then rotated the fuel selector to the right tank position. The boost pump remained in the “high power” setting for the remainder of the flight.
- At the time of the initial partial power loss, the right fuel gauge was “very low” and the left fuel gauge was almost one quarter.
- The engine power continued to cut in and out, but the propeller never stopped turning.
- The pilot also reported that the wings were removed three days after the accident in preparation for transport and 10-12 gallons were emptied from the left wing tank and the right wing tank was void of fuel.
- According to the pilot, neither wings tank was breached.

Historical Information

- The pilot reported pumping 15 gallons of fuel into each tank while in Houlton, ME, on Saturday July 21, 2012. He recalls leaving Houlton, ME the same day en route to Ashland, ME with approximately 50 gallons of fuel onboard the airplane.
- He then attempted to fly to Presque Isle, ME on Sunday July 22, 2012.

- When the pilot was asked whether the flights that took place on July 21, 2012 and July 22, 2012 were direct he answered, “no, just bee bopping around.”

Mr. Driscoll, the pilot of the accident airplane, was contacted for follow-up by phone on May 21, 2013, at 1420 EDT. Below is a record of conversation:

- The pilot reported that he practiced a simulated missed approach out of PQI, reached PQI VOR and turned back to the airport.
- Mr. Driscoll also confirmed that he visually inspected the fuel vents and found no obstructions prior to departing on the accident flight.