



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

August 12, 2014

Subject: ERA14LA374
Who: Greg Stansberry - Pilot

In an interview with the pilot, he stated the following:

- He did a preflight and everything by the checklist. He sumped the fuel tanks and did not note any water in the fuel. "It looked perfectly fine."
- He performed an engine run up and was taking the airplane out in the pattern after maintenance to make sure everything was ok.
- He taxied down to runway 24 and performed the run up on the runway since the airport wasn't busy.
- At the end of the runup he ran then engine up even higher at full throttle for 30-40 seconds without an anomaly in order to ensure that the engine wouldn't quit.
- He was told that he was going to go fly an airplane that was in maintenance due to water being in the fuel and the pilots had to land at Apalachicola.
- No indications of an issue during the preflight, engine run up, and takeoff.
- He departed and made a full circuit in pattern to land. He decided to perform a go around and the airplane was climbing well. He took the first notch of flaps out, the airplane was gaining speed, then he took the second notch out, and then he was about to take the third notch of flaps out when the engine "died and didn't start."
- He then turned ON the fuel pump and the carburetor heat and nothing happened with the engine. He repositioned the throttle and started "pumping it."
- Then, all of a sudden the engine started. If the engine had not restarted, he would have impacted trees. Since the engine restarted, he was able to fly the airplane a little bit further.
- Then the engine "died" again. He started "pumping the throttle" again and the engine started again. The airplane clear the trees and powerlines. Mr. Stansberry

looked left and saw a marsh area and runway 6. He thought he might be able to make the runway when the engine lost power again.

- He elected to perform a forced landing to the saw grass area and brought up the landing gear. The airplane impacted terrain and it threw him forward.
- When asked about why he was "pumping the throttle," he stated that he was trying to pump gas into the engine and would pump the throttle three times. Then, when the engine restarted he would leave the throttle in the full engine power position.
- Each time the engine restarted, the engine power did not "last long." Usually less than a minute. It would give the airplane enough power to keep the airplane from descending, which was about 200-300 feet above ground level.
- When asked about how much fuel on takeoff, he stated that he noted 33 gallons of fuel during the preflight.
- He said that "I would pump [the throttle] and then I'd leave it full throttle. It was running at full RPM when it restarted."
- When asked about the engine power level when it restarted, he said that the engine wasn't running as powerful as the first time it restarted; the engine power was "going away on me."
- He tried pumping on the throttle more but stopped and committed to the landing.
- When asked about how the engine power would decrease, "the engine power would just go away like it was full throttle and then nothing. No coughing but the propeller was still spinning."
- When the engine lost total power the first time, the "First thing I did was fuel pump on carb heat on when the engine quit."
- He said, "I was told I was picking up a plane that had water in the fuel and they decided to land at AAF."
- The mechanic stated to him, "Oh no, I didn't find water, I found presence of water. There was water in the gascolator."
- Mechanic said Flow rates are good and everything.
- He was told to go out in pattern to make sure [the airplane] runs right.
- During preflight he sumped the fuel tanks and the gas was checked for water quite a few times and no water was noted. "It looked perfectly good."