



FAA INSPECTORS STATEMENT

Aaron McCarter
Air Safety Investigator
Eastern Region

Date: November 16, 2016

Person Contacted: Mark Auclair (FAA Flight Standards District Office, Portland, ME)
NTSB Accident Number: ERA17CA039

Narrative:

THE PILOT STATED THE AIRCRAFT WAS FUELED AT THE HOULTON FBO PRIOR TO THE FLIGHT WITH 30 GALLONS IN EACH INBOARD FUEL TANK AND APPROXIMATELY 8 GALLONS IN EACH OUTBOARD TANK.

THE PILOT SELECTED THE LEFT INBOARD TANK AND FLEW FOR APPROXIMATELY ONE HOUR AND FIFTEEN MINUTES. ON THE BASE LEG TO RUNWAY 5, PREPARING FOR LANDING, THE ENGINE STOPPED RUNNING. THE AIRCRAFT IMPACTED THE GROUND WITH LANDING GEAR EXTENDED APPROXIMATELY 1200 FEET FROM THE END OF RUNWAY 5.

THE LANDING GEAR COLLAPSED UPON IMPACT WITH THE NOSE GEAR SEPARATING FROM THE AIRFRAME. THE AIRCRAFT SKIDDED THROUGH SMALL TREES, 4 FOOT GRASS, AND UNEVEN TERRAIN FOR APPROXIMATELY 100 FEET BEFORE COMING TO REST ON A WESTERLY HEADING. THE COLLAPSE OF THE MAIN GEAR CAUSED SUBSTANTIAL DAMAGE TO THE UNDERSIDE OF BOTH WINGS.

POST CRASH INVESTIGATION REVEALED NO PRESENCE OF FUEL IN THE LEFT INBOARD TANK. ALL OTHER TANKS WERE CHECKED. THE INBOARD RIGHT TANK WAS FULL AND THERE WAS APPROXIMATELY 3 INCHES IN THE OUTBOARD LEFT TANK. THERE WAS NO READING ON THE OUTBOARD RIGHT TANK. THE PILOT STATED THAT WHEN THE ENGINE STOPPED, THE FUEL GAUGE DISPLAYED EMPTY AND THE LEFT INBOARD TANK WAS SELECTED.