



NTSB RECORD OF CONVERSATION

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Date: 3/7/2018
Person Contacted: Larry F. Putt (Pilot in Command)
NTSB Accident Number: ERA18LA097

Narrative:

The following is a summary of what the pilot in command reported after the accident:

- Prior to departure, the fuel tanks were topped off with automobile gas, which contained no ethanol and was high test. The airplane holds about 16 gallons in its standard wing tanks, and the normal fuel rate is about 5 gallons per hour. He believed the total flight time was about one hour, in which he and the passenger spent maneuvering in the local area, over the St. John's River.
- He reported that the traffic pattern entry at the destination airport was normal, and there was other traffic in the pattern that he had to account for.
- On final approach, "the engine just stopped." He applied full power and choked the engine, which produced a momentary surge of engine power, but then the engine quit again. He said he checked to see if the fuel valve was on, and it was.
- He reported that the "airplane doesn't glide very well," because it is float-equipped. He reported that after the power loss, the airplane entered an aerodynamic stall and descended.
- The airplane struck a tree in front of a house, then caught the edge of a roof, and impacted and stopped in a line of trees.
- He reported that the fuel filter appeared clean.
- He reported that the engine was running "perfect," up until the power loss. He reported that the engine sounded like it "ran out of fuel." There were no large vibrations, roughness, or loud bangs from the engine.
- He reported that the wing fuel tanks were gravity fed. Prior to departure he sumped the fuel tanks and observed no contamination. He reported that the right fuel vent was missing at the accident site.
- The airplane was not equipped with carburetor heat.
- He reported that the auxiliary fuel tank was empty and the electric fuel pump for this tank was off during flight.