

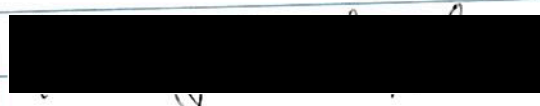
ON A FLIGHT FROM BOB WOODS NEAR
MT OLIVE, ON PRE-FLIGHT I NOTED
THAT I HAD APPROX $8\frac{1}{2}$ OR 9 GALLONS
OF GAS, WHICH SHOULD HAVE BEEN
SUFFICIENT TO FLY TO TSN
(ABOUT 35 MILES).

ON PASSING ABOVE I-95, I NOTED
THAT THE FUEL LEVEL WAS JUST UNDER
A HALF TANK ON THE TANK SIGHT GAUGE.
I DECIDED TO TOP OFF FUEL AT
THAT BUT ENGINE STOPPED. THERE
WAS VISIBLE FUEL IN SIGHT GAUGE SO
I TURNED ON THE AUX ELECTRIC FUEL
PUMP BUT NO AVAIL.

I EVEN BANKED THE AIRCRAFT TO
LAUSE FUEL TO RUN TOWARD FUEL PICK UP
BUT AGAIN TO NO AVAIL.

I LANDED IN A COTTON FIELD BUT
THE NOSE GEAR JAMMED WITH WIND & FLOPPED
THE AIRCRAFT.

I NOTIFIED 911 TO START THE
PROCESS.





RECORD of CONVERSATION

Millicent Hill
Air Safety Investigator
Eastern Region Aviation

Date: October 16, 2018
Person Contacted: Rodney Whipple- Pilot

This investigator interviewed Mr. Whipple by telephone, he stated he had just bought the airplane and flown it once, for about 15 to 20 minutes a few weeks before the accident. He departed with about 9 gallons of fuel. While enroute he noticed the fuel level was just under 1/2 tank, he elected to stop at HRJ for fuel. During the descent the engine began to decrease in rpm, then stopped completely. He turned on the auxiliary fuel pump but was unable to restart the engine. He landed in a field and the airplane nosed over. He turned the fuel selector OFF for safety reasons. He stated the engine had about 1.3 total hours at the time of the accident.

When asked what changes he would have made, he stated additional fuel venting. There is a service bulletin for a similar airplane that states a forward facing pitot tube should be installed for better fuel venting. The only fuel venting for the accident airplane is a modified fuel cap, holes drilled in the top of the fuel cap. He also stated he would have marked the right wing fuel tank sight gauge.