



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Record of Conversation

WHO: Jeffrey Kay, Pilot

RE: ERA19LA024

In a telephone conversation and a follow up email conversation, Mr. Kay stated that the passenger had purchased the airplane that day in New Hampshire and they were flying it back to Texas that evening. He reviewed the maintenance logbooks prior to departure but did not conduct a test flight of the airplane. Mr. Kay said he did not conduct a test flight of the airplane and the first time he flew the airplane was the flight to Portsmouth, New Hampshire (PSM) to purchase fuel.

Mr. Kay said the passenger purchased 42.7 gallons of 100LL at PSM, conducted a preflight inspection, and confirmed all four fuel tanks were topped off with fuel. The passenger also tested the fuel and it was absent of water and debris. Mr. Kay said that he did not visually check the fuel level before taking off.

Mr. Kay said that on take-off he had the left main fuel tank selected and flew for about one hour to burn off approximately 10 gallons of fuel. He then switched to the auxiliary fuel tank and flew for approximately 1 to 2-hours, before switching to the right main fuel tank for the last 30 minutes of the flight. The flight was normal until they were on a 1.5-mile final approach at an altitude of 400-500 ft above the ground, when the engine suddenly stopped producing power. There was no sputter or warning and the engine "just stopped", but the propeller continued to windmill. Mr. Kay recalled the passenger saying there was no fuel pressure, and he immediately pushed the throttle and mixture full forward and retracted the flaps. He also turned on the auxiliary fuel pump and "hit" the starter button to re-start the engine, but to no avail. Mr. Kay did not switch the fuel selector to another tank. Due to the low altitude, he slowed the airplane and "aggressively" pitched the nose of the airplane up to make a soft landing into trees.

Leah D. Read, Sr. ASI

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