



Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: March 9, 2020

Person Contacted: Pilot/Owner: Jason D. Dougherty @ Phone Number [REDACTED]

NTSB Accident Number: ERA20LA122

Narrative:

Both the pilot (Dougherty) and his son are fine and not injured. They departed Garden City, Kansas and flew to Fort Smith, Arkansas where they spent the night. It was himself, and his son. He requested a top-off of fuel and he has the fuel receipts. He thinks it was about 40 gallons of fuel for a total fuel load of about 77 gallons total. He runs it rich of peak for about 16 gallons per hour in cruise flight.

They departed Fort Smith to Destin, Florida on an IFR clearance. The trip was supposed to take about 3 hours. He stated that he always changes the fuel selector based on an alarm on his Garmin. He always switches the tanks every half hour and uses his phone alarm as a backup. He was planning on landing with about 20 gallons, but he can't remember what tank it was on when he switched the tanks during his initial approach checks or if he turned on the boost pump when the engine quit.

He was about 1 mile on final from Destin airport when the engine suddenly stopped producing power and there was no surging or sputtering or other indications. The engine just stopped making noise and the propeller was windmilling. He checked mixture, throttle forward, mags and remembers that he may have tried to switch tanks but cannot remember which tank he was on when he switched.

He was doing about 60 knots. He lowered the nose and raised the flaps. He tried to clear the trees but hit the tops and doesn't recall much after that except for smelling fuel and shutting down the mixture. The engine was overhauled about 500 hours ago and they had the magnetos rebuild last week.

A similar thing occurred last fall, where on short final, the engine quit in the same way, but he was able to land and restart the engine while on the landing roll. He had it looked at, but they couldn't find anything wrong.

He will provide his mechanics name and phone number as well as copies of the fuel receipts. [END]