



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: April 28, 2020
Subject: Eleanor McAuliffe - Pilot Statement to FAA
NTSB Case Number: ERA20LA163

The following statement was provided to the Federal Aviation Administration (FAA) by the pilot:

“At about 10:45 AM on Saturday April 25, we flew to East Hampton from Bridgeport. I did a thorough pre-flight and sumped both gas tanks. There Was 17 gallons in the right and 12 in the left tank. We used the right tank.

It was a very clear VFR day. The flight took about half hour. No issues at all.

We taxied off the runway after landing and tied the plane down, with a tail cover, cowel plugs and pitot tube cover.

We Returned to the airport after about two hours around 1:15pm.

I preflighted the plane. Nothing unusual was noted. We stayed on the right tank.

I taxied to runway 28 and did the run-up procedure following our checklist. Everything seemed fine at that time.

I took off and noted that I needed more Runway before I rotated. At that moment I was not concerned.

As we climbed out to a right turn to the west, I noticed a vibration and diminishment of power. I was able to get to about 400 or 500 feet. I declared I was turning back because the engine started to sputter. I informed my passengers.

I was able to make the 180 degree turn and was now right down wind for 28. At or about 300 ft.

I wanted to gain some altitude. As soon as I touched the throttle, The engine quit.

I proceeded to nose down to runway 10. And slightly overshot it. I was able to left bank back to runway 10 and landed about 3/4 of the way down the runway. I declared to my Passengers to Brace for impact due to a deer fence at the end of the runway.

I aimed the plane at the widest part of the wire between the posts. I was concerned about hitting the fuel tanks with the posts.

We went through the fence. We crossed the road and ended up in a field across the street at rest.

I asked my two passengers to disembark immediately. And we were all able to get out of the plane, we were fine and there were no injuries to anyone.

Police and fire showed up about 5 to 10 minutes after the incident. I gave my report to the police detective and have a case number.

Many thanks, Eleanor McAuliffe”



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Date: April 28, 2020
Subject: Information from Eleanor McAuliffe (Pilot)
NTSB Case Number: ERA20LA163

The following information was provided to the NTSB by the pilot:

- They were returning to Bridgeport, Connecticut when they took off from East Hampton, New York.
- They took off with the fuel selected on the right tank which had about 17 gallons in it.
- The left tank had 12 gallons in it.
- The runup and takeoff were fine, but during the climb around 400 to 500 feet the engine seemed to feel sluggish, so she stayed in close.
- She thought she could make runway 28, but the engine began stuttering and coughing. When she added power, the engine stopped.
- She then made a sharp turn for runway 10 and landed about 3/4 of the way down the runway. The airplane then went off the end and struck a fence. Prior to striking the fence, she aimed for the mesh between the posts.
- She had about 743 hours in make and model.



MEMORANDUM FOR RECORD

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Eastern Region

Date: May 12, 2020
Subject: Information from Jacqueline DeMatos (Passenger)
NTSB Case Number: ERA20LA163

According to Ms. DeMatos, She was sitting in the front right seat. After they took off and were in the air, they felt a vibration and the airplane sounded like it was “coughing”.

Ellie (the pilot), said that we will have to turn around, and that “I don’t like this.”

We turned right downwind for runway 10. We turned right for the runway and were perpendicular to it then turned left. We landed towards the end of the runway, and went through a deer fence, then came to rest. She did a runup before takeoff.



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Eastern Region

Date: May 12, 2020
Subject: Information from Monica C. Grady (Passenger)
NTSB Case Number: ERA20LA163

According to Ms. Grady, she was sitting in the right rear seat. She remembered the pilot doing “checks” before takeoff. She had her headset on and did not really know that something was going on until she heard her (the pilot) make an announcement that she was turning around.

Then there was a sharp bank to the right, and they paralleled the runway. The airplane then banked further right and then a sharp bank to the left. The landed on the runway, which was a pretty good runway but went onto the grass, then through a fence, and crossed the street, where there were “luckily no cars”.

There had been a vibration when they were climbing, and it was clear “she had no power” after she turned back. “It was good that we could get back over the runway.”