



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

August 26, 2021

Subject: N101KL, Just Aircraft Highlander, 10/24/21, Crittenden, Kentucky, ERA21LA338
Record of Conversation – Rick Jara (FAA Inspector, Louisville, Kentucky, Flight Standards District Office)

Inspector Jara provided the following information on 8/26/21 via telephone:

The pilot and one passenger were uninjured. The airplane sustained substantial damage to the fuselage and right wing.

The pilot made an approach to a field at his private farm, [REDACTED] Crittenden, KY. During the approach, he decided to go around and land at another location on his farm. During the go around, at about 300 ft AGL, he pitched the airplane up and the engine lost all power. The airplane landed on the side of the 'runway' and skidded about 80 ft into trees. The fuselage was twisted, the right wing was bent downward and leaked fuel. The pilot moved the airplane to his hangar after the accident prior to Mr. Jara's arrival.

About 5-6 gallons of fuel remained in each wing tank. The fuel system path is as follows: The wing tanks feed to a small header tank (about 1/3 gallon), then to the electric fuel boost pump, to the gascolator, to the engine driven pump, then to a splitter that feeds fuel to the two carburetors.

The gascolator was full of fuel, and fuel was present in the inlet line to the engine driven fuel pump. There was no fuel in the outlet line of the pump, or in either of the carburetor bowls.

The pilot reported that he had not turned on the electric boost pump during the flight, nor did he turn it on it as a matter of practice. He said that there had been some problems reported with this engine model/pump configuration, and he had been advised not to use the electric pump. The pilot had about 40 hours of experience in this make/model of airplane.

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