



MEMORANDUM OF RECORD

FAA Inspector Email Summary

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

E-mail Date: August 3, 2022, at 3:56 PM

E-mail from: FAA Inspector Jose Borges, Cleveland FSDO

Accident Number: ERA22LA298

Narrative:

The following is an excerpt from an e-mail received from Inspector Borges on August 3, 2022, in response to an inquiry from with follow-up questions from the engine examination:

There was no fuel at the crash scene, and I did not smell any. Worth noting it was raining. At the moment of my inspection (on crash site) both tanks were dry. Same at the hangar. No evidence of leakage when we filled them up with water at the hangar. Due to the damage to the front end of the plane, the fuel selector valve was crushed inside the metal. Could not see what position it was. Keep in mind the position could've shifted on impact and during rescue operations. The mechanic had to cut the floor out of the plane to gain access to the fuel selector valve. The valve itself was in good condition.



RECORD OF CONVERSATION

FAA Inspector Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: July 5 and 7, 2022

Person Contacted: FAA Inspector Jose Borges, Cleveland FSDO

Contact # [REDACTED]

Accident Number: ERA22LA298

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

On July 5, 2022, Inspector Borges stated that the pilot had radioed to Cleveland TRACON that he was low on fuel and at this time the pilot and his passenger are hospitalized with serious injuries and unable to be interviewed. He has not seen any evidence of fuel leaks, nor did he smell any fuel at the accident site. He is returning tomorrow to finish his examination and look inside the wings for any trace of fuel. He stated that their intended destination was Wadsworth, Ohio (15G), where the airplane was based. The airplane came to rest nose-down in a parking lot with substantial damage to the wings and fuselage.

On July 7, 2022, Inspector Borges stated that according to a witness at Skyhaven Airport (76N) in Pennsylvania where the pilot stopped for fuel, he pumped about 22 gallons. He does not know the airplane's fuel level when he loaded fuel at 76N and is looking into that. He stated that if the airplane was near empty when he fueled, then 22 gallons at 8gph at 120Kts should've lasted about 2.5 hrs/250 nm, which was his actual flight time before the crash. He has requested a fueling receipt. He had not located any logbooks in airplane. He stated that the fuel caps were tight and that he has a statement regarding some fuel leakage issued with the airplane that had been repaired. He stated that if the fuel tanks were topped off, the airplane should have had sufficient fuel for about 4 hours; however, the pilot advised ATC that he was running out of fuel.