



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Dates: September 7 and 13, 2022
Person Contacted: Ken Jones
Accident Number: ERA22LA298

Narrative:

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

Mr. Jones was contacted by phone on September 7, 2022, at 1214 EDT. He was called at [REDACTED], and provided an e-mail address of [REDACTED].

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only and that he may have representation during our conversation, and he agreed to speak to me without representation. He stated that he "really does not know what happened."

I asked him how much fuel he typically adds when filling up his airplane, and he responded that he typically "fills it up." The only time he would not completely fill the fuel tanks is when he had the extra weight with four people, which was rare. For the accident flight, he filled it every time he stopped. He recalled filling it at Chambers Airport (45PN), Tunkhannock, Pennsylvania, and that should have been sufficient fuel to get them home.

I asked if he typically leans the fuel mixture, and if he did on the accident flight. He stated that he occasionally leans the mixture, but not always. He stated that he was "fighting a headwind that day and was running it more rich than normal." It wasn't a large headwind. He had already started to descend to his home airport when he looked at the fuel gauges. "They have never been very accurate." He looks at them but does not rely on them. Instead, he fills up the tanks and determines how far he can go. When he looked at the fuel gauges, they were lower than he had recalled ever seeing them, and he thought "something wrong here. Well maybe I'll get some gas here," and then the engine stopped producing power shortly thereafter.

He believes that ATC had released him already and he was about ready to go to 1200 if he is remembering correctly. When the engine quit, he got back with them, or he never left them (he is not sure which), and ATC was trying to point him to the runway, and he had to make a bit of a turn. "It was looking okay until it wasn't. I

recall trying to stay on glide speed.” He thinks the landing gear caught some trees and that is what flipped him into the parking lot.

He stated that he can usually fly just under 4 hours on a full tank, but he rarely flies more than 3 hours. The airplane had just completed its annual inspection. He had not noted any fuel leaks since then. He stated that one fueler over-filled the airplane when he flew to Connecticut, but that he “just got it above filler neck and it just runs out the wing.” He stated that there did not appear to have been any leaks, and he should have had plenty of gas.

The call ended at 1237 EDT.

Mr. Jones was contacted by phone on September 13, 2022, at 0853 EDT. I asked if he had any edits to this record and he said no. I asked him what engine power setting he typically flew at, and what engine setting he was using on the accident flight, and he stated that he typically cruised at 75%, and that on the accident flight the engine was likely set to 2350-2400 RPM.

The digest was e-mailed to him for review on September 7, 2022. I spoke to him on September 13, 2022, and he stated that he had no edits. The final digest was e-mailed to him on September 13, 2022.