



MEMORANDUM FOR RECORD

Joshua Young
Air Safety Investigator
Eastern Region Aviation

Date: 11/10/2022
Subject: ERA23LA049, Pilot Interview Summary
Contact: Christina DuBois

Christina DuBois was contacted by phone on November 10, 2022 at 1303 EDT. Her representative, Demetrius Pyburn of Haynsworth, Sinkler, Boyd, was also present on the call.

She was asked to describe what happened and stated the following:

Her and a friend were going from Summerville (KDYB) to Greenville (KGMU) for the day. She did an exterior and interior preflight using her checklists and departed on what she estimated would be about an hour and a half to an hour and forty-minute flight. While in contact with GMU tower, she stated that she lost engine power at which time she pitched for best glide and attempted to restart the engine. The engine sputtered once when she pitched down but then the propeller stopped, and the engine would not restart. At this time there was not enough altitude for her to glide to any airport, so she declared an emergency, picked a field and performed a forced landing.

The following questions were asked, and answers provided:

- How did you measure the fuel in the tanks on your preflight and how much was there?
 - About 12 gallons in each tank and the tank was dipped.
- Were there any mechanical issues with the airplane before the fuel issue?
 - Not that she noticed
- Which position was the fuel selector in during the flight? Left, right, both?
 - Started with the fuel selector in the both position but noticed that the right fuel gauge was showing some more fuel, so the selector was switched to right but was not sure when exactly this was during the

flight. When the engine stopped running the fuel selector was not switched back to both position and was left in the right position.

- What altitude were you when this occurred?
 - About 3000' MSL or 2000' AGL.
- Did you attempt to restart the airplane?
 - To her best recollection yes but the memory is fuzzy.
- Did you have a checklist and was it used during the emergency?
 - Yes, there was a laminated checklist in the aircraft, but it was not used in the emergency, it was stored in the side pocket of the airplane.
- What seatbelts/restraints were available and were they used?
 - Passenger had a 3 point seatbelt which was used and the pilot had a lap belt which was used.
- Did you move the fuel selector before evacuating the aircraft?
 - No, just turned the master switch off and removed the keys.

Christina was then asked for contact information of the passenger involved which she gave. She was then thanked for her time and informed that she should reach out if she has any questions moving forward.