



MEMORANDUM FOR RECORD

Joshua Young
Air Safety Investigator
Eastern Region Aviation

Date: 11/09/2022
Subject: ERA23LA054, Pilot Statement
Contact: Jeff Segroves

Mr. Segroves provided the following statement by email to FAA Inspector Mayberry on November 7, 2022. Inspector then forwarded Mr. Segroves' email to the IIC.

"Following is my statement on the incident with N8667W on 2 Nov 2022

PILOT STATEMENT

Jeffrey Stuart Segroves

Private Pilot Certificate: [REDACTED]

Aircraft: N8667W, 1963 Piper Cherokee 235

On 2 NOV 2022, at approximately 1500 local time I departed Milledgeville, GA, airport KMLJ in my 1963 Piper Cherokee 235 with approximately 48 gallons of fuel. My destination was Decatur, AL, airport KDCU. My flight plan was for VFR at an altitude of 4500 feet and a westward route south of Atlanta GA, flying under the Atlanta controlled airspace shelf. This flight profile provided a flight with only a 1 to 2 knot headwind and is the typical route I fly between Milledgeville, GA and Decatur, AL. This plan afforded at least an hour of flight time beyond the planned destination.

Flight route: KMLJ – 6A2 – coordinates 33.22N / 84.55W – KCCO – COORDINATES 33.50N/85.18W – 5MO – KDCU.

Before the turn north at 5MO for landing at KDCU, I noticed that my fuel consumption was faster than planned and faster than expected. My left main fuel tank was getting low and with about 35 minutes remaining flight time and approximately 12 to 13 gallons (halfway between 10 and 15 GAL indications) of fuel remaining in my right main fuel tank I switched from left main to right main tank.

South of Decatur, just below the Tennessee River and approximately 3 miles south of the airport I aligned with the left upwind for runway 18 to enter the pattern. I was under the Huntsville International airport shelf and at approximately 1600 feet – at pattern altitude for KDCU. I switch on my auxiliary fuel pump in preparation for landing and noted that I had between 4 and 5 gallons of fuel in the right main tank. I proceeded through the pattern for runway 18. As I made the turn from left base to final for runway 18 my engine sputtered. I quickly switched back to the left tank and attempted to put the airplane into a glide. At the same time the engine did not resume running and I attempted to restart the engine with the ignition button. That did not work and I dropped much quicker than expected, called mayday on the KDCU CTAF frequency and ended up with the airplane on the ground approximately 200 yards from the beginning of runway 18 for a very hard landing. I shut down the airplane and quickly exited.

Patrick Nagle, employee at H&R Equipment and also an EMT, was leaving his work and saw the landing and he arrived first on the location and performed a quick assessment of my condition. The KDCU airport manager, Adam Fox, arrived on the scene shortly after, followed by emergency personnel. EMS personnel assessed my condition, performed vitals checks – all normal. I refused further medical treatment and transport to the hospital. Shortly afterwards airport personnel transported me to the airport FBO.”