



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: **4/27/23**

Subject: **ERA23LA208**

Contact: **Joe Culbertson, FAA CVG FSDO**

Mr. Culbertson was interviewed via telephone. He stated that the pilot purchased the airplane on April 24, 2023. Additionally, the airplane was not equipped with any lights and the accident happened about 9pm, with sunset about 8:20pm. Mr. Culbertson travelled to the accident site yesterday. He was limited in what he could examine as the airplane was inverted in a field. He noted that the airplane was equipped with a 2015 Honda Civic engine he there was a faint smell of automotive gasoline at the accident site.



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Contact: **Chris Ferraraccio, AMF Aviation, Springfield, TN**

Mr. Ferraraccio was interviewed via telephone. He stated that his crew are at the accident site to recover the wreckage. His crew reports that the fuel tanks are absent of fuel and there is no evidence of fuel leakage in the farmer's field.



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Contact: **Sam Snell, Dayton, OH**

Mr. Snell was interviewed via telephone. I advised him that the recovery crew was currently recovering the wreckage and did not find any fuel in the fuel tanks, nor any evidence of leakage into the field. Mr. Snell stated that he had flown an earlier flight that day uneventfully and "started with about 35 gallons." He also stated that when the engine lost power, the fuel gauges indicated 8 to 10 gallons of fuel remaining.

I advised Mr. Snell that I understand he purchased the airplane the day before the accident. I asked him how much fuel was in the airplane when he received it and how much did he add to it. He stated that he couldn't remember and would have to go back through his records.



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Date: **5/1/23**

Subject: **ERA23LA208**

Contact: **Charles Rosenzweig, Magnolia, KY**

Mr. Rosenzweig was interviewed via telephone. He stated that he delivered the airplane to the new owner, Mr. Sell, on April 24, 2023. At that time, there was approximately 3 gallons of fuel in the right wing tank and 10 gallons of fuel in the left wing tank.



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Date: **6/29/23**

Subject: **ERA23LA208 - Engine Exam**

Contact: **Chris Ferraraccio, AMF Aviation, Springfield**

Mr. Ferraraccio was interviewed via telephone. He was unable to test run the engine today due to the electronic ignition system; however, he was able to rotate the propeller by hand and confirm continuity through the reduction gear, to the rear accessory section of the engine. He did not observe any preimpact mechanical anomalies with the engine.