

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME	DATE 05/12/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Karrie Bowden (FAA Inspector)		ROUTING	
		SYMBOL	INITIALS
Kyle Stubbs (Pilot in Command)			
Matthew McFaden (pilot rated passenger)			
SUBJECT post accident statement made to FAA by pilot and passenger of N3058E			
DIGEST Upon arriving at the accident site, Kyle Stubbs identified himself as the Pilot in Command. He holds a private pilot certificate with a tailwheel endorsement. Matthew McFaden identified himself as being a passenger on the aircraft. He holds an ATP certificate but does not have a tailwheel endorsement. They stated that they had departed from Monroe Executive Airport (KEQY) on a leisure flight that morning, with an intended destination of Rock Hill (KUZA). They climbed up to approximately 2,000 ft and were following the Catawba River southward. They decided to descend back down to a lower altitude, and so reduced the throttle setting. At approximately 1,600 feet (approx 1,000 ft AGL), Kyle pushed the throttle control in, but there was no change in the engine's RPM output. The propeller was still windmilling, so he started to complete an emergency checklist, making sure the mags were on both, throttle set, mixture full rich, and applying carburetor heat. As Kyle was completing the emergency checklist, Kyle and Matthew discussed the available landing options, and decided that landing in the river was the safest option to avoid people and structures. The aircraft touched down smoothly, but then nosed over, coming to a rest inverted in the river.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE	

