

**From:** [REDACTED]

**To:** Delgado Antonio (FAA) [REDACTED]

**Sent:** Friday, October 27, 2023 at 11:32:54 AM EDT

**Subject:** RE: N1953Y

Good Morning ,

As requested ,Attached is a report of yesterday's events after N1953Y's accident .

I contacted Michael David at the hospital after the accident. The conversation was on speaker in the presence of Freddy Hernandez airport supervisor and one other person.

It started with asking how he was and he replied by saying he was okay other than a twisted ankle and a sore back but was waiting on results for his CT scan. I asked him what had happened and he recounted the flight prior to the accident ,I asked him if he

had checked the fuel tanks on his preflight and he said he had sumped the tanks after refueling 20 gal in each tank. I asked him if he had drained the fuel filter and he could

not recall. He performed a run-up and it was good. After take off he flew to TNT Dade Collier and did a touch and go then flew back to KHOW for another touch and go, he

mentioned that he had switched fuel tanks prior to landing for the touch and go ,then subsequently lost engine power during climb leading to the accident. After that

exchange I told him that Freddy Hernandez airport supervisor was with me and wanted to know who he wanted to recover the aircraft from the location of the accident, which

he then asked me to do. I made arrangements with Boulevard towing for a flat bed and a boom truck, after I met with FAA inspectors Antonio DeLeon, Ryan Rodriguez and

Ray Rivera. While we waited for the flatbed and boom truck I recounted my conversation with Michael David to the inspectors in the presence of airport supervisor

Freddy Hernandez then we proceeded to inspect the fuel selector valve position and it was in the closed position. After recovery and with the aircraft in the hangar with

inspectors Ryan Rodriguez and Ray Rivera documenting results, with the fuel valve still in the closed position we opened the drain valve on the fuel filter and found no fuel in

filter. Next we switched the fuel selector valve to the left tank and immediately got fuel to the filter, which a fuel sample showed the presence of water in the fuel. Then we

switched the fuel selector valve to the right tank, which produced a clean fuel sample. The inspectors collected the fuel samples for their investigation. After that we secured

the aircraft in the hangar and called it for the day. Let me know if you need anything else.

Thanks, Mike.

Ernest Michael Jimenez

[REDACTED] A&P ,IA

## FAA STATEMENT

26-OCT-2023

I arrived at North Perry Airport 1130 to begin preparing for my flight. Requested fuel of 20 gal in each wing, 40gal total. Even though I was only planning on flying about 1.5 hrs. Weather was checked the night before and conditions seemed VFR with overcast skies about 4000-6000ft. Checked again the morning of similar with high winds and gusts in direction of runway, and still VFR.

Begun my pre-flight inspection according to my checklist i.e. inspect flight controls for freedom of travel, sump both main tanks after fueling, turned on main battery and checked pitot port heat, strobes, nav lights, landing lights, elec pump, all ok. Checked main gears for security of hydraulic lines, no leaks, brake pads, actuators and any abnormal wear and tear. Checked prop for nicks, dents, smoothness. Engine bay area for belts security of mounts, and oil level sufficient above 7 gal. As well as any other items on checklist e.t.c.

Inside the aircraft, completed interior checks, sumped both lines from interior valve. @1300 Cranked the engine on R tank, all indications normal, oil pressure, oil temp, fuel flow, amps, volts. Nav lights on for ads-b out e.t.c. Check the atis before taxi while engine is warming up.

Taxid to spot 12, asked North Perry ground for clearance for taxi with westbound departure. Cleared for taxi to 10R via L crossing runway 1R. Taxid down L, cross runway 1L, made it to the SW run-up area. Did my run-up checklist, flight controls free, mag checks, prop cycle, vacuum, amps, volts, idle check all green. E.t.c.

Did my pre flight checklist, takeoff trim, 15° Flaps, doors and windows closed. E.t.c.

Asked for clearance for departure 10R with westbound departure, was given clearance with R pattern and departing the pattern westbound.

Lined up 10R, heading lined up, elec pump on, landing and Strobe lights on.

Full throttle, Airspeed alive, indicators all green, oil temp, oil pressure, manifold pressure, fuel pressure. 80kts start lightly pulling the yoke, liftoff positive rate of climb, 300ft gear up, and Flaps up, 2500 rpm and 2500 prop 700 ft start right crosswind turn. 1000ft right downwind turn and straight out the pattern.

Flew to TNT for touch and go's, only one touch and go as Dade Collier was closing for maintenance.

Flew back to North Perry called North Perry Tower within 10nm with ATIS for the option, I was acknowledged and given 10 R clear for the option, report 3 m final. Was called back within 7 miles to change runways to 10L clear for the option.

Steady approach for 10L began my descent and pre landing checklist, ram air close, Cowl Flaps close, Flaps, landing light, elec pump on. Did my GUMPS checklist, gas set, undercarriage down and locked, mixture full rich, prop full forward, seat belts.

I did realize I had been flying on R tank for about the hour and never switched tanks, so switched to L.

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tank to balance fuel load close to final.

Touched down 10L, all good smooth landing. Cleaned up Flaps check runway length remaining and decided for the touch and go. Full throttle, Flaps were already up, positive rate of climb. At about 150 ft realized I was quite low and prop started to slow drastically, started to bank left to come back to the airport. Prop stopped completely as I reported mayday to Tower and set fuel valve to OFF. checked gear was still down and locked. Looked for minimal traffic area on the road, but was too busy. Found the grass area next to the sidewalk looked clear and braced for landing.

TOTAL HOURS ASEL: 137.9 HRS

TOTAL HOURS M&M M20E 78.7 HRS (ALL N1953Y)

Thank you for your time in advance,



Michael B. David



Good morning Antonio and Todd,

Please see below for the notes that were taken based on what the witness, Mr. Ranko Arsic ([REDACTED]), said to me on the date of 11-3-2023 regarding what he witnessed on the date of October 26, 2023 regarding aircraft N1953Y.

- On the date of October 26, 2023, Mr. Arsic was in front of his Hangar [REDACTED] when he noticed that the pilot for aircraft N1953Y was preparing his aircraft to be moved and/or for flight. He stated that at no time did he witness the pilot for aircraft N1953Y sump either wing fuel tanks for water due to the aircraft being parked for at least a month or two. He saw the aircraft taxi out of its parking spot shortly after. Later that day, he saw the aircraft performing a low pass on Runway 10L. As the aircraft was going into a nose up direction, he heard the engine back firing as it was making a shallow left turn. At this moment is when the Mr. Arsic lost sight of the aircraft.

Respectfully,

**Ryan Rodriguez**

FAA Airworthiness Safety Inspector  
South Florida FSDO-19

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