

Adam M. Gerhardt
Senior Aviation Accident Investigator
Office of Aviation Safety, Eastern Region

Date: December 7, 2023
Subject: NTSB# ERA24LA054
Contact: Ashish Patil (Flight Instructor)

The individual noted above provided the following information via telephone conversation. The below contents are a summary of what was reported:

- The roundtrip flight started in Millington/Memphis Airport (KNQA), which is where the airplane is based. The flight departed with full tanks to Gulf Shores International Airport/Jack Edwards Field (KJKA), Gulf Shores, Alabama. The flight to JKA was uneventful.
- On the ground at JKA, all tanks were topped off. He recalled 40-42 gallons were added to the aircraft, which would have resulted in 84 total gallons on-board. Prior to departure he always checks to make sure the fuel caps are secure, due to knowing about other examples of fuel siphoning from the wings. There was no issue with the airplane's fuel caps. The flight departed back to NQA.
- He estimated that in the climb the fuel burn was about 17 gallons per hour (GPH).
- While enroute the fuel burn was about 13-14 GPH and the flight flew around 4,500 ft mean sea level. They were under flight following enroute, and when nearing NQA, air traffic control told them to squawk v f r and switch frequencies to the airport (the tower was closed).
- He recalled performing the before landing checklist on approach and the "GUMPS" check. He recalled cycling carburetor heat on and off on approach.

- He recalled turning base, then final approach. When on final, the airplane was high, but the private pilot flying corrected the flight path and appeared to be on glide slope.
- While on final approach, about 500 ft above ground level, the engine suddenly "went quiet." The engine had lost all power. The private pilot flying continued to fly the airplane and Mr. Patil stated, "best glide." The private pilot continued to fly the airplane and pitch for best glide speed. The flaps were full.
- The fuel selector was moved from the left main tank position to the left tip tank. Shortly after the fuel tank selector was moved, engine power increased, however, nearly simultaneously with this restoration of power, the airplane impacted terrain short of the runway.
- He recalled that both tip tanks were indicating full. They did not burn any fuel from the tip tanks during the flight.
- He recalled that about 1 hour, or 1 hour and 10 minutes was burned from the left and right main tanks during the flight. He recalled that both the left and right main fuel tank gauges indicated a little less than 10 gallons. The gauges were bobbing during the flight.
- The fuel pumps were on during the approach.
- He was asked about the "heavy blue stain" area near a left fuel sump. He did not recall seeing this during any preflight on the day of the accident.

#END#