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Office of Aviation Safety, Eastern Region

Date: April 2, 2024

Subject: NTSB# ERA24LA158

Contact: Mike Touchstone (Co-Builder, Accident Airplane)

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

- He recalled that there was less than one hour on the airplane and rebuilt engine. It was in phase 1 flight testing. He believed the accident flight was the second flight in the airplane.
- He and the accident pilot had done a preflight, with no anomalies noted.
- The pilot departed to the north. Mr. Touchstone monitored the 123.4 radio frequency. Everything seemed to be fine, and the pilot radioed after 15 minutes noting as much. He recalled the accident pilot planned to fly about 30 minutes. His plan was to stay near the airport, within glide distance of the runway.
- Mr. Touchstone subsequently heard sirens and that an ELT was sounding and presumed an accident may have occurred.
- He recalled the accident pilot told him after the accident, he switched the tanks from the left to the right, and the engine stumbled and then stopped.
- Mr. Touchstone recalled that a fuel flow test was done during the inspection by the DAR. There were no issues noted.
- He arrived at the accident within minutes after the event. The fuel selector was on the right tank. He recalled that the recovery efforts ended up draining about 2.5 gallons from the right wing. He recalled driving back to the accident site a few days later, and all of the grass was dead at the accident site.

- The engine was a rebuilt Lycoming experimental engine. He does not believe there was a serial number on the engine.

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