



Investigator Name: Brian C. Rayner
Title: Senior Air Safety Investigator
Division: AS-ERA

Date: 06/10/2024

Subject: ERA24LA240 Zebulon, North Carolina

Contact: Frank Swett - Pilot (As dictated to his son, John Swett)

The content of Mr. Frank Swett's statement was extracted from an email exchange/string with Mr. John Swett.

Mr. Rayner,

Here is the statement as dictated by the pilot to me.

He estimated flight hours are:

Total time : 13,000 hours hours

as Flight instructor : 526 hours

Tailwheel time: 10,325 hours

12 months : 70 hours

Make and model Callair A=9 time: 400 hours

Retract time 1,525 hours

Same category aircraft Pa-25 6,000 hours

The pilot holds Commercial pilots License with Instrument, CFI- Airplane, ASEL, Glider and seaplane ratings.

Basic med By Doctor Philip Stover 17, NOV-2020. Summary for Basic med 22,DEC 2022 through Mayo Clinic.

Blennial Flight review Sept. 1,2023 By Kris Caldwell

The airport is Crooked Creek, 7NC5 and home to the North Carolina Soaring Association.

The pilot had taken over flying at the end of the day. The previous pilot Alex Stahl had flown that day and re-fueled the airplane. The plane was previously flown on 5-26-2024 By Hal Bowman.

Statement as dictated from pilot:

The pilot stated he started the flight towing a sgs 2-33 glider with student and flight instructor for a training flight to 3,000 ft AGL. Upon release the tow plane made a left turn and the glider a right turn as part of the club SOP's..

He stated he made a left turn making a slow spiral descent to return to the airfield. When the pilot reached 2800 AGL the engine shut down (due to fuel). The pilot stated he was on the right fuel tank indicating 1/4 and 1/2 a tank of fuel indicated on the fuel gauge. The left tank was completely full. This has happened previously when the bank angle is steep enough and tank low enough that the fuel does not reach the fuel pickup. When the wings are leveled it has previously always started running again. He stated that he verified the aux. electric fuel pump was on but no fuel pressure indicated. At approx.. 2600 AGL pilot stated he switched to the left Full fuel tank and verified aux. [pump was on. Still no response from the engine and fuel pressure. He continued the approach to the runway expecting the engine to restart. The engine did not restart. He then attempted a dead stick approach and landing to the runway. On short final he stated it was obvious he would not clear the trees at the end of the runway. His only option to continue was to hit either a house or trees at the end of the runway. He elected to make a right turn and go into a tobacco field north west of the runway. He did not make the field and does not recall anything past that point.

Completed by John Swett

On June 26th, 2024, Mr. Frank Swett called this office to discuss the accident, his recovery, and the process going forward. During a lengthy and candid conversation, the digest of the statement above was reviewed with him, and he concurred with its content. He also stated that fueling, and fuel management procedures within the soaring association would be reviewed and likely amended.