



STICK'N RUDDER AERO TOURS

CHATHAM, MA

July 11, 2024

To: Tim Monville, NTSB

Re: Request for Pilot Statement regarding N2710U, ERA24LA269

Sir:

Upon recollection, I did use the fuel dipstick for the tanks in the preflight. I do not recall what the specific values were for each tank. I do know I looked at the calibration sheet but arrived at an inaccurate number. For the fuel level, I arrived at the conclusion of 12 gallons as stated in previous reports, the reality would be closer to 6 or 7 gallons of fuel. Prior to the flight, I was scheduled to use another Cessna 172 but became pressed for time when the airplane had not yet arrived and was therefore told to use N2710U. Additionally, the passengers opted for the 30 minute tour over the 15 minute tour, which was what was expected. I believe this small combination of factors led me to rush my preflight action and arrive to an inaccurate fuel measurement. During the emergency, I did not have time to thoroughly trouble shoot the issue when presented due to low altitude. Therefore, I could not say at the time what the issue was, but upon reflection, I do believe fuel exhaustion was the root cause of the accident. I hope this answers your questions.

Regards,

Charles Ryan Ernst

X

7/11/24