



Investigator Name: Leah D. Read
Title: Sr. ASI
Division: ERA

Date: September 12, 2024

Subject: ERA24LA359

Contact: Nicholas Geiser, FAA/FSDO

The following is a summary of a written statement provided by Inspector Geiser:

"08/28/2024 - Received assignment as IIC. On site for accident investigation: Latitude 41 12 41 N / Longitude 74 36 08 W. Photos and video of aircraft wreckage and site taken. Interviews conducted with first responders and potential eyewitnesses. No one observed aircraft accident first-hand.

Aircraft transported to local salvage yard and further examined with ASI MJC. Damage assessment is substantial. Wing tanks intact and empty. Approximately 3-4 ounces of fuel collected from carburetor bowl and strainer just forward of firewall. It is believed this was residual fuel remaining in system that drained down to lowest point due to vertical nose down at rest position of aircraft. According to PIC statement, aircraft fuel selector was not shutoff until after PIC self-extricated and informed a first responder of location and need to shut fuel off.

Interviewed PIC at salvage yard. Confirmed ID, valid pilot certificate, valid medical certificate and tail wheel endorsement. PIC stated that he experienced engine surging due to fuel issues approximately 5 miles northeast of KFWN at 3,500 MSL. PIC turned back to land at KFWN while attempting measures to prolong engine operation. Engine soon lost all power, resulting in a glide and PIC stalling aircraft when it contacted the tree tops.

PIC stated that he planned to land at KSWF with approximately 40 minutes of fuel remaining. His fuel planning was based on previously recorded burn rates at

predetermined power settings. PIC did not understand nor offer an explanation as to why he came up short and exhausted fuel supply."