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Subject: ERA25LA210, FAA Inspector Statement

Contact: Richard Chaty, Air Safety Inspector, FAA

Inspector Chaty was assigned by the FAA to investigate the accident of N813JC and traveled to the accident site where he performed an examination of the airplane. He sent the NTSB IIC a message via electronic mail on May 28, 2025, detailing the items he checked during his examination, below is an excerpt from that message.

"There was no fuel in the tank, though it could have leaked out through the vent in the cap. No fuel in the gascolator sump, and no fuel in either of the carburetors or their lines.

I have since discovered that the gascolator has an internal screen that acts as the (apparently only) filter. The pilot did not know if there was a filter either. I did not disassemble the gascolator to examine the screen. It is my opinion that since there was no fuel in the tank, sump, or carburetors, that disassembling the gascolator would be a lot of effort for little or no additional data."

Inspector Chaty also spoke with the pilot and reported the following about their conversation.

"My initial interview with the pilot revealed that he fueled the aircraft before his first flight of the day, then relied solely on the fuel totalizer for the rest of the day,

without visually verifying the fuel level before he departed on his last flight of the day.”

Inspector Chaty interviewed the pilot again on May 28, 2025, and reported the following about their conversation.

“I interviewed the pilot and he is taking the blame, saying that he did not visually check the fuel and did not take into account the fact that he climbed to 10k feet and flew against a 41kt headwind for sometime during the flight. He said that he should have landed earlier and obtained fuel.”