



SUMMARY OF FINDINGS

Tealeye Cornejo
Air Safety Investigator (Field)
Western Pacific Region

Person Contacted: Mathew Green, FAA SLC FSDO
NTSB Accident Number: WPR15LA185

Narrative:

According to the FAA inspector, recovered fuel was approximately 8 gallons of fuel; 5 gallons in the right tank and 3 gallons in the left tank. The operator reported to the FAA that the airplane burned about 12 gallons per hour. The flight time was estimated to be between 30-35 minutes. Fuel was estimated to be 14 gallons of fuel on board.

The pilot reported to the FAA inspector that after takeoff he flew a northwest heading to the intended drop zone. Thunderstorms reported to be developing in the area, and after departing, the airplane made several left turns to align with intended drop zone. Once the jumpers exited the airplane, the pilot continued to fly in a northwestern direction for a few miles before he initiated a left turn to realign with runway 3 for landing. About 3 miles from the airport, the engine shut down. The pilot attempted to restart the engine but was unsuccessful. He set the airplane up for best glide and continued to the airport. About two miles from the airport, the pilot made a forced landing about 300 yards south of a roadway.

The airplane sustained substantial damage to the right-hand stabilizer, and elevator. Behind the right door the fuselage had a hole in the skin that was about 10x 9 inches, as well as damage to the right main landing gear.

The airplane was inspected by the FAA, with no obvious mechanical problems. It was determined that due to the low fuel state, that while maneuvering to return to the airport, the pilot un-ported the fuel pick up and starved the engine of fuel.