

**From:** [Ruconich, Keith \(FAA\)](#)  
**To:** [Nixon Albert](#)  
**Subject:** Re N5277C Accident in Gresham\_2  
**Date:** Tuesday, October 8, 2019 6:47:13 AM

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Albert,

The CFI, Ameen Alshangiti, says it was an instructional flight. Based on his statement it appears he was sitting in the right seat and was out of reach for the fuel selector. I asked Mr. Alshangiti a series of questions, below, and his responses are highlighted:

1. There is indication that N5277C may have an auxiliary fuel tank. Was that tank filled and where exactly is the access for that tank on the airplane?
  - im not sure if the aux tank was topped off we topped off main tanks with 24 gallons.
2. What was your indicated fuel quantity on the left tank, the right tank, and the aux tank prior to take off?
  - we were indicating full fuel after we started.
3. What was your fuel state prior to the accident?
  - i dont recall but I believe we were at a quarter tank.
4. Were you aware of the switchology required to determine fuel quantity in all of the fuel tanks?
  - If i recall correctly manipulating the fuel switches indicates different quantities.
5. What position was the “Fuel Gage Selector” switch in on the instrument panel during the flight?
  - I dont recall which tank it was indicating specifically.
6. What position was the RT. and LT. Fuel Gage switch in on the instrument panel during the flight?
  - Im not positive which tank was being indicated on the panel at the time.
7. What position was the Fuel Selector in prior to take-off and during the flight?
  - i had requested that Aaron set it to the fullest i dont recall whether it was set to left or right.
8. Did you have any concerns due to the battery having to be jump-started twice prior to take-off?
  - i wasnt overly concerned with the battery i had assumed it could have been from not being flown that the battery may have lost some of its charge.
9. In your statement you said, “*I then attempted to adjust the throttle setting to see if that would help but once again no change appeared either*

*audibly from the engine nor did I notice a change on the engine instruments.”*  
What was the engine doing? What indications did you have, i.e. RPM, CHT, Manifold Pressure, etc?

- I believe the manifold pressure was top of the green, RPM was 15-1700 RPM, I believe the oil and CHT were in the green.

10. In your statement you said, “...*due to the propeller being stuck in the LOW rpm setting with the cables not responding to movement the airplane was creating a lot of drag...*” Were the cables stuck or were they moving? Why do you think the prop was stuck in LOW RPM?

- i recall being able to move the controls, I remember feeling the rpm accelerating before slowing down. It sounded like i was exercising the propeller on the before takeoff and i could hear the blade angle change pitch.

11. In your statement you said, “*While Aaron was at the controls practicing maneuvers we heard a very loud audible increase in the speed of the engine as if we had manipulated the propeller knob to the full forward position...*” The loud increase in the speed of the engine...Are you sure it was the engine or was it the prop noise you heard? What changes in your engine indicators did you see at that time?

- i saw a rise on the tachometer then followed by a drop and a rise on the manifold pressure.

12. After you took back the controls from Aaron you said that you tried cycling propeller from HI-RPM to LOW-RPM but with no audible or visible changes on the instruments. You then attempted to adjust the throttle setting to see if that would help but once again there was no change either audibly from the engine or a change in the engine instruments. Please explain what the engine instruments were reading? Were the needles on the Fuel Press, Oil Temp, Oil Press, and Cyl Head Temp indicators pointing to the left?

- i dont recall what were the exact readings

13. You said that you checked the magnetos and enriched the mixture but did you try switching fuel tanks or turning on the Aux Fuel Pump?

- I remember i couldnt reach for the fuel selector but i wasnt sure if it was fuel because the engine was running and due to me spending a few more seconds manipulating the controls i didnt have enough time to complete the rest of the checklist.

14. Was the engine wind milling during the descent or did it completely stop?

- the engine wasn't windmilling we had power but it wasn't enough to maintain altitude

15. Did you still have battery power?

I believe we still had power because I remember using the radios and extending the gear

[REDACTED]

Aviation Safety  
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