

Joshua Cawthra
Senior Aviation Accident Investigator
Aviation - Western Pacific Region

Date: June 15, 2022

Subject: WPR22LA204

Contact: Christopher Profitt - Pilot

During a telephone conversation with Mr. Profitt, he reported that before he departed Paine Field (PAE), Everett, Washington, he did not refuel the airplane, and it was sitting in the hangar. During his preflight inspection, he strained the fuel tanks, did an engine runup, with no issues at all. He then departed for a quick flight to Harvey field. He said that he was airborne for about 10 minutes and landed on runway 15L, exited the runway, began to do his post landing checklist. He stated that he didn't remember what happened, but thought that while he was adjusting the throttle, the engine "hiccuped" like it was it was losing power and then revved up. He turned the fuel pump off and back on, and the engine seemed to have "cleared up."

Mr. Profitt further stated that he taxied over to the restaurant and set there for a bit, while watching skydivers. He said that he was concerned about the hiccup on the engine, and that it seemed like it was maybe because he had decreased power too quick.

Mr. Profitt said that when he departed Harvey Field, he wanted to do a short field takeoff on runway 15L, and as part of this, he held the brakes, advanced the throttle to full power, and "all was fine." During takeoff initial climb, he climbed out at best angle, with 1 notch of flaps, aiming to climb out speed of 95 mph. Mr. Profitt thought he was reducing manifold pressure, "squaring up the airplane" when the "the engine did what it did." He said that about 700 ft, he couldn't go straight, and there was a river to the left, and a field to the right along with highway 9. He said that the way the engine was running, surging, when he made the right turn, he realized it didn't have power and aimed for a field since he was unable to make highway 9. Mr. Profitt stated that it was a "fairly light landing" however the airplane impacted a berm,

and it "shot back in the air." When the airplane touched back down, it rolled for 200 ft as the nose wheel came down, and the nose wheel buckled into the fuselage. After the airplane came to a stop, he turned the fuel pump off, fuel off, and "shut everything down."

When asked about the fuel selector valve position, Mr. Profitt stated that he had the "left main" selected for takeoff and recalled that when he departed PAE, the main fuel tanks were at the tabs, and he did not check the tip tanks, as he usually doesn't use them. He added that he "sumps" the tip tanks but doesn't use them.

He stated that he did not have the left or right tip tanks selected to his knowledge and reiterated that he never uses the tip tanks. Mr. Profitt remembered that during his preflight at PAE, he sumped all 4 fuel tanks, and put the fuel selector back to what he thought was the left main.

When questioned about the fuel selector position prior to takeoff from PAE, Mr. Profitt replied that the owner sent him a text message telling him that the fuel selector valve was on the left tip tank and Mr. Profitt didn't think it was an issue. He added that didn't remember if he put the selector valve on the left main fuel tank or had a "brain fart" and didn't. He stated that it would have made sense that it could have been on the left tip tank. Mr. Profitt then reiterated that "it makes sense" when he thinks about it and thought that he could have maybe missed it. He added that he could see himself switching the fuel tank position by hand, and then putting it back where it was without visually verifying the position, as he was used to where it always was.

Mr. Profitt estimated his total flight time to be about 319 hours and 28 hours in the accident make/model airplane.

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