



Scott Johnson
Air Safety Investigator
Western Pacific Region

Date: 12/13/2024

Subject: Spokane, Washington N4059D

Contact: [REDACTED]

The following is a copy of the email information provided by Mr. Faunce in a conference telephone conversation call with the FAA, NTSB and follow-up email.

"Scott confirming our conversation. On 4059 accident on 6/23/24 the plane suffered from fuel starvation approximately 5 miles from Felts Field. This was due to more fuel consumption used on the day stemming from a fully loaded plane high temperatures and stronger than expected head winds during the trip. The conditions added to a couple of gallons an hour to the fuel consumption anticipating 12.5 gallon burn rate and actually appears to be more in the 15+ gallon and hour burn rate due to high temperatures and conditions, taking more fuel to climb to over 7000 feet. .

In our discussions the fuel selector was an item that you wanted to look at and due to the nose gear collapse on landing it impacted the fuel selector from the bottom, when it buckled leaving it damaged from the crash and not from outside conditions.

Let me know if you need anything else"



Scott Johnson
Air Safety Investigator
Western Pacific Region

Date: 05/12/2026

Subject: Spokane, Washington N4059D

Contact: [REDACTED]

The following is a synopsis of an email by Mr. Faunce clarifying his physically checking his fuel before departure at Moose Creek USFS Airport, (1U1) to Felts Field Airport, (SFF).

He stated that he, "did not, and that he should have and realized that he burned more fuel than he had anticipated and diverted to Lewiston/Nez Perce County Airport, (LWS) for fuel."