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AS-WPR

**Date:** July 29, 2024

**Subject:** WPR24LA259 Initial call to pilot and authorities onsite.

**Contact:** [REDACTED] (pilot) and Dustin Osborne (Elko Fire Department).

The following is a summary of the intake notes taken after the accident was reported to the NTSB:

[REDACTED]:

The pilot reported performing a preflight inspection, which included observing fuel through the filler necks, with about 25 gallons estimated total. The last time he added fuel was about 1 month ago. This was the first time the airplane had flown in a month, and the first since annual. It is always hangered. The engine took longer than normal to startup, with multiple attempts, starting on the third try. He then performed the standard engine runup but decided to taxi around the field for longer than usual because it had sat for so long.

Departed R24, the climb performance was normal, then at about 300-440 ft agl the engine stopped producing power. There was not enough time to perform extended troubleshooting, or turn back, so he decided to land straight ahead. There are marshes beyond and just to the left of the runway, and he was forced to put it down there. The airplane struck the ground and stopped violently. He was able to extricate himself and climb out of the wreckage.

Dustin Osborne:

He arrived and found the pilot walking around, even though the airplane was significantly damaged. The right wing was folded back, but all fuel tanks appeared to be intact, although he did not open the fuel caps. He observed the fuel selector valve

pointing to the left, and he switched it to off. (he could not confirm if this was the left tank, simply that the valve handle was pointing to the left when he found it). He then disconnected the battery terminal wing nuts at the battery box. There was no smell of fuel, or evidence of fuel leak.

The statement from the fire department and airport ops personnel was taken after they had left the scene, so fuel tank quantity could not be verified.