



Investigator Name: Albert Nixon
Title: Senior Aviation Accident Investigator
Division: Aviation Safety - WPR

Date: October 10, 2024

Subject: WPR24LA181 Memorandum for Record (Record of Email)

Contact: Lynn Cannon-Elkins (Grants - Milan Municipal Airport Manager)

- Lynn Cannon-Elkins received an email from a Quality Specialist from Leidos that listed the following NOTAM.

!GNT 08/002 GNT AD AP 100LL FUEL NOT AVBL 2408071642-2408212359.



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Date: June 14, 2026

Subject: WPR24LA181 Memorandum for Record (Record of Email)

Contact: Stanislav Suchy (Accident Investigator- Accredited Representative,
Accident Investigation Institute of Czech Republic)

- Stanislav Suchy coordinated questions from the airplane manufacturer. The following are a summary of their responses.

The amount of unusable fuel was clearly tested in accordance with LSA category standards, resulting in the following findings: The total unusable amount was determined to be 2 liters (1 liter per tank). Investigation Note: This value (2 liters) directly correlates with the figure of 1/2 gallon (~1.89 liters) that is the subject of the NTSB inquiry. The difference between the certified value and the NTSB estimate is technically negligible and confirms the high efficiency of the system. Methodological framework: Measurements were conducted in accordance with ASTM 2245-04 (7.3.1), UL-2 II (Part 3), and AC 23.959 methodology. Critical conditions: Testing included extreme flight configurations, particularly slip and skid turns, to verify the continuity of fuel delivery during banked flight. Indicator calibration: In accordance with JAR-VLA 1337 (b), it was verified that the cockpit fuel gauges read "0" precisely at the moment the unusable limit was reached.

The methodology specified in AC 23.959 was used to determine unusable fuel, in accordance with ASTM 2245-04 and UL-2 standards. The main factors considered included:

Critical flight modes: Given the location of the tanks in the wings and the position of the intake, slip and stall turns were determined to be the most critical.

G-forces: The effect of negative G-forces (0g for 2 seconds) was tested; while this affected engine smoothness, it did not cause the engine to stop completely.

Fuel gauge float position: It was taken into account that fuel gauges read 0 precisely when the unusable fuel level is reached.



Investigator Name: Albert Nixon
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Date: July 18, 2026

Subject: WPR24LA181 Memorandum for Record (Record of Email)

Contact: [REDACTED] (Accident Pilot)

- When asked about the engine being started about 5 minutes after the accident, the pilot responded:

- I was curious why I lost power and wanted to know if the engine had oil pressure and/or if it would even restart. There were zero changes made to the airplane; I simply turned the switches on and started the engine. Everything seemed normal; it started right up and seemed to run fine. It is truly a mystery to me, and I am wondering if the fuel vent to that tank may have gotten covered somehow. I will be anxious to hear what your findings are.