

ZOË KELIHER
Sr. Air Safety Investigator
Office of Aviation Safety – Western Pacific Region

All persons listed were interviewed by NTSB personnel unless otherwise stated:

The following is a summary of conversations:

██████████ (FEDERAL AVIATION ADMINISTRATION INSPECTOR)

Mr. ██████████ stated that he examined N55641 on 11/25/2024 in Gillette, Wyoming (GCC). He stated that after removing the engine cowling, he observed the flexible fuel line that runs from the firewall to the engine-driven fuel pump. He stated that the B-nut securing the line at the pump inlet was loose and could be turned approximately one-half turn by hand before the fitting came off. He stated that there was visible fuel staining and spray residue at the pump inlet area. He stated that the fuel line routing showed marks consistent with prior rubbing near the nose-gear area. Mr. Hanson stated that, based on these observations, the engine's loss of power was consistent with fuel starvation due to the loose pump-inlet fitting allowing air ingestion or interrupting normal fuel delivery.

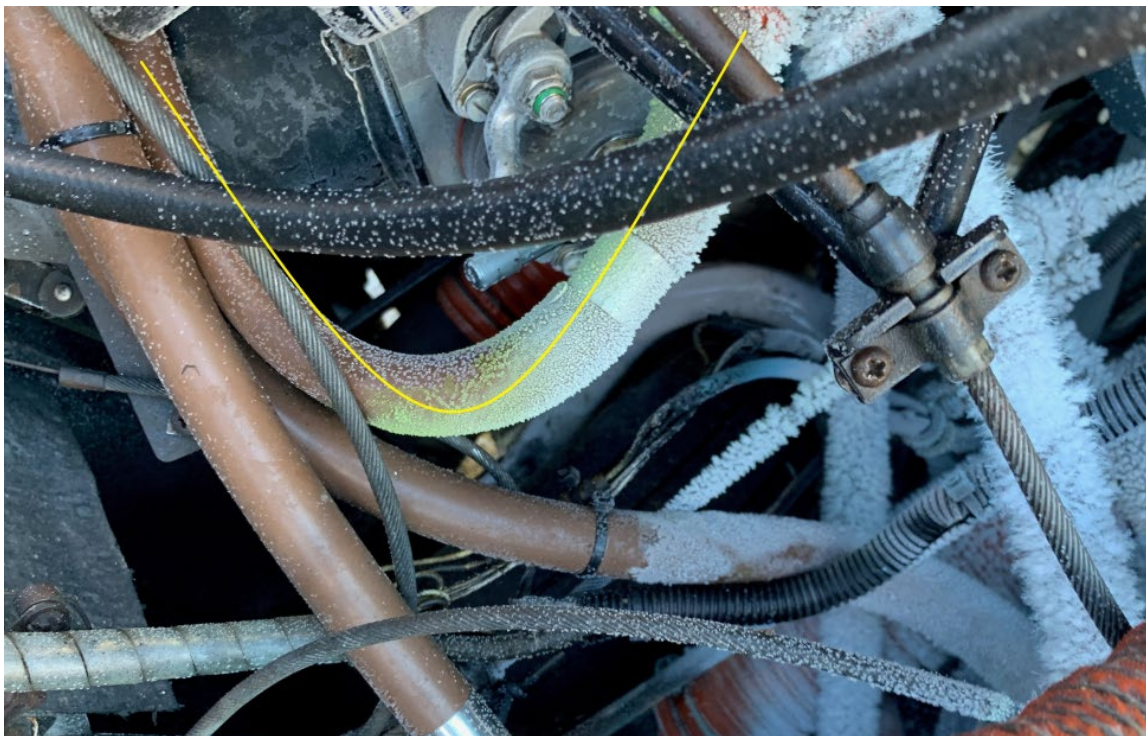


Figure 1: Fuel line showing fuel spray

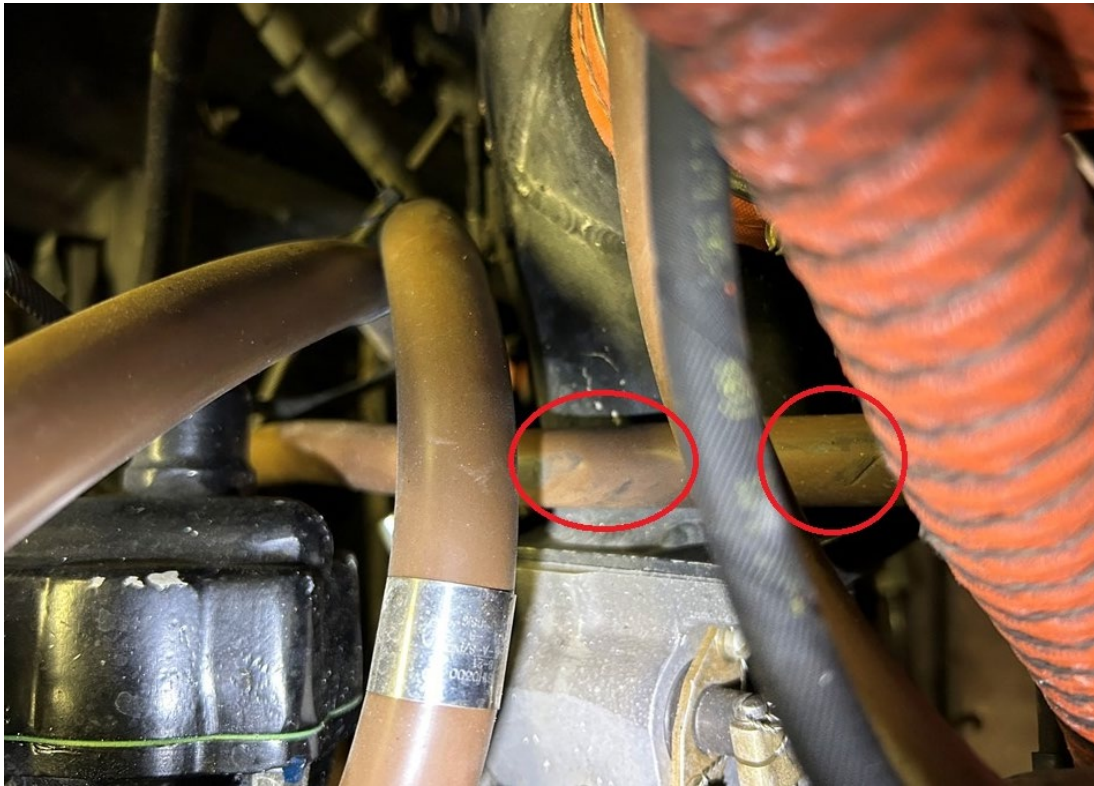


Figure 2: Rub marks on hose

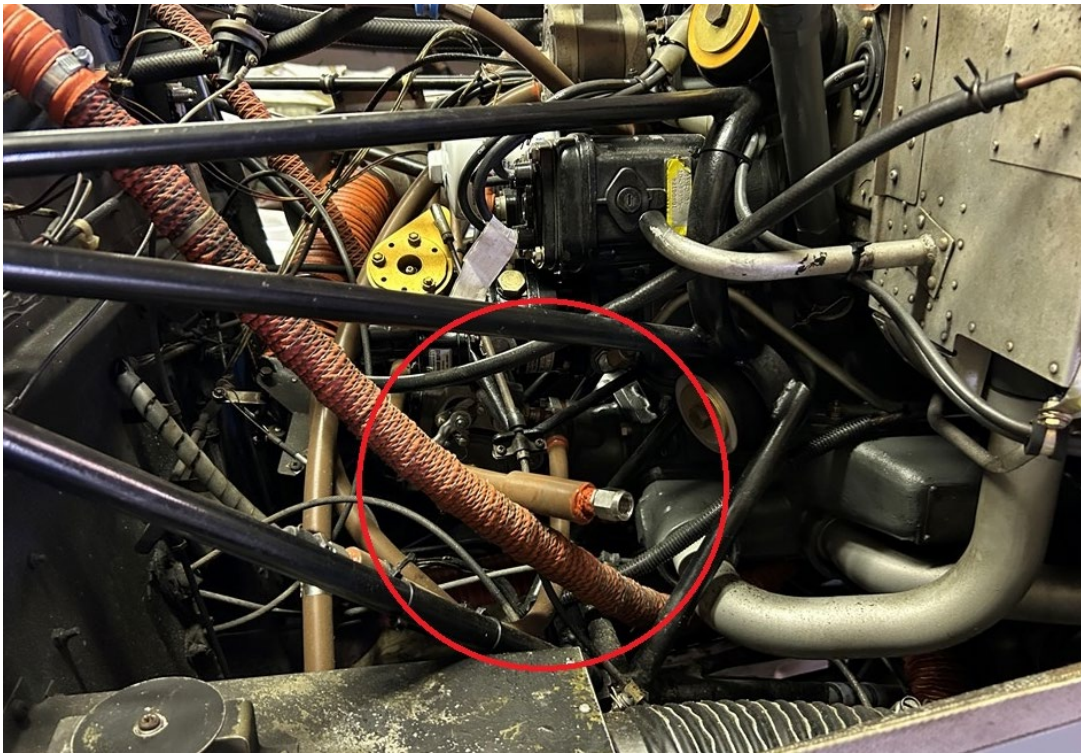


Figure 3: Hose after loosened



Figure 4: Inlet to pump