

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 0907 MST	DATE 04/29/2025
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Stasia Nicholson Pilot of aircraft N505SW accident			
SUBJECT Interview and Counseling in regards to aircraft accident at Gallup, NM			
DIGEST			
On 04/29/2025, FAASTeam Program Manager-Operations-Joseph Kluk with the Albuquerque Flight Standards District Office conducted a telephonic interview and counseling session with Ms. Stasia Nicholson. The conversation was 1.0 hours in duration. The conversation began with the basics-pilot total time, pilot time in type, etc. The first subject discussed was the initial checkout in the accident aircraft. The pilot stated that she was picking up the aircraft due to a relative purchasing it. Her checkout consisted of a few circuits around the traffic pattern. The pilot stated the owner/seller briefly covered a few systems with her. The pilot then did a quick review of the POH and that completed the checkout. The pilot stated she conducted a more complete review of the POH after arriving at her home base. I queried the pilot as to her fuel planning. She stated she topped the aircraft off at Gallup for the first leg, but did not check the tanks visually. She stated she added 20 gallons of fuel at the end of the first leg and thought that would be adequate for the return leg back to Gallup. She felt that adding 20 gallons plus having topped off the fuel for the first leg would have been adequate for the return leg to Gallup. I inquired about her leaning technique once in cruise configuration. She described a normal leaning process. She believes the aircraft has 5 gallons of unusable fuel. She estimated the return time back to Gallup to be approximately 2 hours. When I inquired as to what quantity of fuel she thought she needed for the return flight, she initially stated 30 gallons, then changed it to 45 gallons a short time later. After reviewing the basics of the flight, I then inquired as to what the pilot thought had occurred that resulted in the aircraft being involved in an off airport landing. She stated: "The engine quit." I inquired as to why the engine may have quit, she stated she didn't know. I informed her that the NTSB had conducted a very thorough engine run and no anomalies were noted. She was surprised at receiving this information. She thought the engine had quit because of an unknown engine problem. continued..			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE JOSEPH ROBERT KLUK Digitally signed by JOSEPH ROBERT KLUK Date: 2025.04.29 12:26:35 -06'00'	

I queried her as to what another issue may be that would cause an engine to quit. We quickly arrived at the fuel. I informed her that both the FAA Inspector and NTSB had determined minimal fuel was present in both wings. This information surprised her as she thought her fuel planning had been adequate.

For educational purposes, we then discussed the POH, topping off tanks, visually confirming fuel onboard, minor techniques to ensure the tanks are full, being conservative on fuel planning, use of EGT and sound for leaning, case study of unporting tanks if minimal fuel is on board and the resulting emergency landing, the lack of reliability in many small aircraft fuel gauges, the effects of multiple decades of wear and tear on fuel indicating systems, inaccuracies of the 210 fuel indicating system at the top and bottom of the fuel gauge range, an AD for some of the 210's requiring a fuel calibration to be conducted-specifically the empty position, float type resistive fuel level sender in each wing, the fact that fuel indicating systems (at the GA level) frequently receive no continuing maintenance unless the sending unit or gauge(s) quit working, unusable fuel quantity and the importance of comparing anticipated fuel burn vs. what's put in the tank at the end of the flight (planned vs. actual fuel burn).

I previously requested the pilot to watch a video regarding fuel planning/fuel exhaustion on the FAASafety.gov website. The course information is ALC-1357-The Schiff Show-Fuel Planning, Exhaustion and Starvation. The pilot verified she had reviewed the course.

I let the pilot know this conversation was educational in nature and was not an enforcement on the part of the FAA. I informed the pilot that the FAA was closing out their part of the investigation. I informed the pilot that the NTSB investigation was still active and may take a year to complete. I informed the pilot that the NTSB will make the final determination on "Probable Cause" and not the FAA.