



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Grant Humphreys - Pilot

Date: September 18, 2017

Subject: – CEN17LA357

Felt bit of a shake/shutter in the engine

Right fuel tank was selected

Switched to left fuel tank

Mixture – full rich

Prop – Full

Throttle – 18”

Pushed throttle in and pulled it back, switched to the right tank then back to the left before landing.

Decided to land on rwy 2

Turned 30 to the left

Lowered the gear and thought he could make the runway

Called UNICOM – short final for rwy 2

Trees on one side and a road and trees on the other side

Powerlines and a fence that he needed to clear

Landed hard in hayfield

Right tip tank hit a haybale and spun the airplane 130° to the right.

Airplane stopped 165’ from where it touched down.

Main gear collapsed, Nose gear torn off, propeller struck ground

His face contacted the visor and he sustained a nose injury

Fuselage – good condition, Right wing damaged

¼ to ½ mile short of the runway

Fuel flow – 0

Initially flew to CZT but couldn’t purchase fuel there because they were having fuel truck issues.

Flew VFR to UVA where he purchased 92.08 gallons of fuel.

Personally topped off mains and tip tanks

114 gallons – 74 in mains and 40 in tips

Noticed fuel leaking from left tank early in the flight, climbing through 5,000’. He took a video of the leak

On Right tank at takeoff and used a stopwatch to switch tanks every 25 minutes

Bought aircraft last year

Airplane had a prop strike. Tow bar left on

New RAM engine, New prop - Installed by BrenAir McAlister, OK

Airborne – 2 hours 21 minutes

Airplane burns 19.4 gph

Pamela S Sullivan

National Transportation Safety Board

Air Safety Investigator