

Record of: <input checked="" type="checkbox"/> Visit <input type="checkbox"/> Conference or <input type="checkbox"/> Telephone Call	Time:	Date: 2/20/2024
Names(s) of Person(s) Contacted or in Conference and Location	Routing	
	Symbol	Initials
FAA: Inspector Gupta (Operations), Inspector Harris (Airworthiness)		
Pilot: LANNI, ANTHONY QUIRINO J, Medical ID [REDACTED], First (ATP) 09/13/2023		
[REDACTED] COMMERCIAL PILOT, [REDACTED] FLIGHT INSTRUCTOR (CFI/PIC)		
Subject: N33667 Accident		

Digest:

2/20/2024: The FAA interviewed the CFI/PIC at the hospital. He was taken to the hospital for precautionary measures. There was not any visible physical injuries noticed during the interview. CFI seems a little stress but was cognizant of his surroundings. The FAA asked to describe what happened. He stated: They were on a training flight, practicing piloting maneuvers, touch and go, emergency procedures and so on. He stated that they started the day by conducting a preflight of the aircraft. As part of preflight procedure, they dipped both left and right fuel tanks to verify how much fuel was in them. When asked if the aircraft was refueled prior to the flight, he stated that the aircraft was not refueled prior to this flight. The CFI stated after the tanks were dipped, he verified that the right tank contained 18 gallons and the left tank contained 17 gallons. The FAA asked if the fuel tank tabs were visible in the tanks (Note: Each tab is covered when each tank has 18 plus gallons). He said yes on the right tank, but fuel was touching the left tank. The CFI stated that since the right tank had more fuel, they taxied out with the fuel selector on the right tank. As they prepared for takeoff, they changed the selector valve to the left fuel tank (Note: This type of aircraft cannot use fuel simultaneously from both tanks). The FAA asked how the fuel was managed during the flight to incorporate when changing from the left fuel tank to the right fuel tank. The CFI stated that he would switch from the left tank to right tank several times during the flight. He did not say when or how long he would stay with each tank. (Note: the CFI sat in the right seat and the Student Pilot sat in the left seat. The selector valve is located left side near the student pilot left leg).

The CFI continued, as they were getting ready to do their approach, the student pilot tried to increase power on the aircraft, but the engine would not respond. The CFI took control of the aircraft and pushed the throttles forward. The engine still did not increase power, it remained at idle. The CFI decided to put the aircraft down on the nearest highway because there was enough area for landing the aircraft and could not make the airport runway. They landed on the on the east bound side of the Southern State Parkway going with the flow of traffic. As they touchdown trying to avoid the traffic, the right wing struck the "Wrong Way" sign near the exit and almost snapped the right wing off. Both persons were able to get out of the aircraft without any problems. The FAA asked how the CFI would know the current airworthiness of the aircraft prior to flying the aircraft. He stated that the aircraft had a status sheet that identified the latest inspections of the aircraft. This completed the interview at this time.

2/27/2024: The FAA conducted a second interview with the CFI/PIC at the FAA Office. The FAA asked the same question on what happened that day. The CFI stated that now his mind was a little clearer than when the FAA interview him the first time. He stated that his first answer of the amount of fuel on board the aircraft was incorrect. He stated that the left tank had 17 gallons and the right tank had 13 gallons. He also stated that they had a training flight the day before for about an hour. The FAA asked how much fuel was on the aircraft before and after on the previous training flight. The CFI stated he doesn't recall. The CFI continued that they finished the preflight for today's flight and set the fuel selector valve to the right tank because it was the lowest tank. They taxied to the engine runup section then switch the fuel tank selector valve to the left tank for takeoff. They did several maneuvers to include engine emergency procedures. The FAA asked how fuel was managed during the flight. He stated that every 30 minutes he would tell the student pilot to change the fuel selector valve to the other fuel tank. He used an iPad for monitor the 30-minute intervals. The aircraft was equipped with a timer but was not used. He stated that they operated the fuel selector four times changing fuel tanks from left to right. The FAA asked if he verified the student pilot did move the fuel selector valve. He stated that he did not. He reiterated that he told the student pilot. The FAA asked if he was certain they operated the fuel selector valve 4 times. He stated yes. The CFI stated as they setup for approach for their second time he noticed that the aircraft was a little slow for the approach. He told the student pilot to increase the power. When the Aircraft did not respond he took control of the aircraft. He realize the aircraft would not make the runway and decided to put the aircraft down on the Southern State Parkway. He stated as part of the checklist as he was about to touchdown, he shutoff the engine. In trying to avoid the traffic he clipped a Parkway Road sign near the exit ramp causing the right wing to almost snap off. They were able to get out of the aircraft with no injuries. The FAA stated that when they did a preliminary inspection to the aircraft, the fuel selector valve was in the left fuel tank position. The left fuel tank was empty. The FAA also stated that the engine monitor (EMD 830) read 11.3 gallons remaining. The FAA asked the first responders if they moved any of the controls in the cockpit and they stated that they did not. In inspecting the left wing, the wing was intact. There was no objective evidence of fuel leakage. The first responders attempted to drain

the left fuel tank. The total fuel drained was approximately ½ a gallon. The FAA asked the CFI if he wanted to see how much fuel was recovered from inside the left fuel tank, and he said no. The FAA also stated that the first responders to the accident stated that they saw fuel pouring out of the right fuel tank for about 30 minutes. The FAA also stated that they were able to operate the fuel selector valve and the engine throttles. The CFI insisted that they operated the fuel selector valve 4 times during flight. He also stated that when he looked at the actual fuel quantity gages during flight, he said the left gage read 8 gallons and the right gage read 4 gallons (Note: the fuel gages are in increments of 5 for a total of 25 each). He did not say what stage of the training flight this was. The FAA asked if he knew of any scenario that would cause the left fuel tank to no have fuel in the tank, He did not answer the question. This concluded the interview.

Conclusion, Action Taken, or Required:

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Date: 3/4/2024	Title: Aviation Safety Inspector	Signature:	 <div>Digitally signed by JOHN R HARRIS Date: 2024.03.05 11:13:24 -05'00'</div>
--------------------------	--	-------------------	--

FAA Form 1360-33 (10/12) Supersedes previous Edition.

Record of: <input checked="" type="checkbox"/> Visit <input type="checkbox"/> Conference or <input type="checkbox"/> Telephone Call	Time:	Date: 2/20/2024
Names(s) of Person(s) Contacted or in Conference and Location	Routing	
	Symbol	Initials
FAA: Inspector Gupta & Hertl (Operations), Inspector Harris (Airworthiness)		
Student Pilot: MATHEW, BENSON VARUGHESE, Medical ID [REDACTED] [REDACTED] Third (Private)		
10/24/2023, [REDACTED] STUDENT PILOT		
Subject: N33667 Accident		

Digest:

2/20/2024: The FAA interviewed the Student Pilot (SP). He was released from the hospital and met us on the airfield where the aircraft was being towed. The FAA asked to describe what happened. The SP stated that prior to departing they dipped the left and right fuel tanks to verify how much fuel was in the tanks. the SP stated that they had 30 gallons total in the aircraft. 13 in the right tank, 17 in the left tank. He also stated the right side was below the fuel tank tab, and the left side was flush with the tab. He stated they started to taxi with the fuel select control valve position on the right tank because that had the less fuel. They taxied to the engine run-up area as they were getting ready to takeoff, they changed the selector valve to the left tank. They did a few maneuvers to include practicing engine failure as part of the lessons. He simulated changing fuel tanks with the selector valve. After they completed their first touch and go, they were getting ready to do a second one. As he went to increase power to the engines, the power did not increase. that was when the CFI called his aircraft and took over the controls. He immediately released the controls to the CFI. The FAA asked if they have a way to manage the fuel on the aircraft. He stated that the aircraft have a monitor which is normally used to manage the fuel system, letting them know when to switch fuel tanks. The FAA also asked if he operated the fuel tank selector valve during flight. He stated that he does not remember doing that. The SP was cognizant of his surrounds and appear to have a clear understanding of the questions. We asked to borrow the maintenance logs for the aircraft to review the maintenance status and airworthiness of the aircraft. This complete this interview currently.

2/22/2024: The FAA brought in the SP for a second interview at the FAA office. The FAA asked the same questions as before. The SP answers did not change. He stated he still does not remember changing the fuel selector valve during flight from one tank to the other. The FAA asked how they would normally manage the fuel during flight. He stated that he uses an alarm on his cell phone which was set for 30 minute intervals. The SP stated that he does not remember using the timer to operate the fuel selector valve to change fuel tanks. The FAA stated that when they inspected the aircraft, there was not any evidence of useable fuel in the left fuel tank. The FAA asked the SP if he remembered how much fuel was indicating on the JPI (EDM 830) indicator. He stated that there was about 12 REM remaining towards the ending of the flight. The FAA stated that the throttles were operable, and the fuel tank selector valve was functioning properly. The FAA also stated that when they first approach the aircraft the fuel tank selector valve was in the left tank position. The first responders stated that fuel was dripping out of the right wing tank for approximately 30 minutes. The FAA stated that there was not any useable fuel in left tank and the fuel selector valve was also in the left fuel tank position. The FAA asked again if he remembered moving fuel tank selector valve during flight. He said he did not. The FAA wanted to go back out to the aircraft to inspect the cockpit again to verify their findings. This conclude the FAA interview at this time

Conclusion, Action Taken, or Required:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Date:
3/4/2024

Title:
Aviation Safety Inspector

Signature:



Digitally signed by JOHN R
HARRIS
Date: 2024.03.05 11:15:26 -05'00'

FAA Form 1360-33 (10/12) Supersedes previous Edition.