

RECORD OF VISIT X CONFERENCE OR TELEPHONE CALL	Time 1400 local	DATE 10/21/2022	
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Pilot in Command: Michael Davey		SYMBOL	INITIALS
Nicholas Phillips (Attorney representing Mr. Davey)			
Inspectors: Scott Clark, Michael Emmerich, Arnold Wolfe			
Notes taken by Heather Hill			
SUBJECT Interview of Michael Davey, Pilot in Command of N62368			
DIGEST			
FSDO was notified approximately 6:30 AM – Arnie, Reginald, & Scott went to field, turned battery switch on, & checked fuel gauges. More investigation with the aircraft is planned once the aircraft is moved and jacked up.			
A salvage company contracted by the NTSB will relocate the aircraft. (Interstate Towing? AMF Aviation?)			
The overall goal of the meeting is to allow Mr. Davey to talk about the events that led up to the accident.			
Attorney NP: very concerned about confidentiality, specifically if information will be given to Insurance or other Attorneys. He wants everything to remain confidential, even after the Investigation is closed.			
FSDO: We are trying to complete the 8020 so we can give it to the NTSB. They have their own set of rules for what they will release. But nothing on our end would be released until the investigation is over.			
NP: “It should be clear the plane was out of fuel; how did it get there? Were the gauges inoperative? If looking at the value of the airplane, will someone come after the pilot?”			
FSDO: We are interested in the process, not blaming any one individual. There could be something on the part of the operator. We are trying to identify weak areas and learn something to prevent this in the future.			
CLE FSDO Inspectors stepped out of the room to allow Mr. Davey & his attorney to talk. Mike Emmerich attempted to contact an FAA Attorney that could help us determine what information & how long confidentiality could be expected. We were unable to attain that information.			
Upon returning to the meeting room Scott Clark asked question to complete 8020-23.			
Recent Pilot Training? 293, 297, 299 in July			
Part 135 On Demand? MD: it was a reposition leg, not carrying anything. They don’t have a dispatcher, so not sure how it was dispatched. No Weight and balance was completed on the reposition leg because the plane was empty and within known range.			
No Injuries			
Was hauling cargo that evening, not on that leg.			
Wx Briefing source: Foreflight			

Safety Seminar or clinics attended? Yes but can't get logged into the WINGS Program to see the dates. (HH sent email to Steve Steele to help him get logged in.) Drove to Wadsworth for something. Completed CFI training online.

Last check ride with Air Z was in July 2022. And a King Air 90 Class at a school in Florida, April 2022.

All Blanks on 8020-23 complete.

Pilot Narrative:

Cruising at 8000 close to Cuyahoga, started descent. During descent, engines started surging. Manifold pressure was also surging up and down. Then I checked fuel gauges and they were low. Lower than I've ever seen them. Emergency was declared and controller gave a 210 heading. Didn't have time to put in an approach, just held the heading while engines were surging. Looking for the field, the only lights I could see were from the lumber yard. So, I just held the heading and decided to aim for the dark. I thought I was close, then I saw grass, so I went to put the gear out, I don't know if it extended or not. I still pulled the throttle back, even though I think the engines were off by then, I'm not sure. I saw a fence, and then another fence, and the plane came to a stop. I started shutting everything off. Undid my belt, got on the wing and called 911. I told them I was somewhere in a field South of the Field (the airport field) Some Amish people in buggies checked on me. I told them I was fine. I waited on the officers. I gave my statement to the Highway Patrol. Then grabbed the "Tin Box" with extra forms, weight & balance, and flight logs. Also, my water bottle.

State Patrol took him to the road and my wife picked him up.

After I got home, I thought What in the Hell, how did I get here?

Gas gauges are not very accurate. Usually fill up with a known quantity of gas and rely on fuel flow monitors. **When Full one gauge shows 40 the other about 50** (gallons?). The auxiliary tanks run out at about 2 & 10 (gallons?) **The mains are usually on about 20 gallons when I arrive.** Somewhere I know **there was a 10-gallon mistake.**

Usually, I like to lean the plane out to 2250 RPMs & 23 inches, it's about 4% slower, but gains 7% in fuel. But after I leveled off, when I pulled the Right engine below 2400 it was rough. I tried the Left and it was fine. So, I tried the Right engine again. Below 2400 RPMs it was rough. About 100 degrees above where I like the EGT.

Flight Plan was for 35 gal/hr. Usually he uses about 15gal (x2) per hour. **This leg was calculated to be 16.1 & 16.2 gal/hour.**

Right Engine oil temp was high, but oil pressure normal, as was cylinder head temp. Left engine was running cooler.

With the Right engine running rough, and the **Wx from PA-OH there was lots of deviation.** I was focusing on my perceived threats, the Wx & right engine. **If I had looked at the fuel gauges** sooner, I would have deviated sooner.

ATC gave me some waypoints to stay out of the Wx, so I flew further than planned. Wx is tiring. I realize there was poor Task Management. The basic rules of flight are Airspeed & Fuel.

FSDO asked: did the engines quit at altitude?

MD: It kept "winding up" even after I came out of the clouds at about 1600ft.

FSDO: the Wx at (nearby airport) was 6mi SCT700 Ceiling was (less than?) 1000'

FUEL INFO:

Started at Cuyahoga County(CGF) Full Tanks, had 110 gallons in Baltimore – 60 gallons to Manchester leaving 50 gallons remaining. I was going to put 25 gallons in, but truck ran out of fuel at **23 gallons.** Now 73 gallons – 15 gallons to Norwich leaving approximately 58 gallons remaining. added 50 gallons for a total of 108 – 31 gallons to Morristown – **leaving 76 gallons.** I know there was a 10-gallon mistake, so I **believe I had 66 gallons remaining.**

FSDO: You added 50 gallons, why not fuel up? Is it the cost?

MD: I added in Manchester, Norwich is cheaper than Morristown. I wasn't carrying heavy stuff, only 4900-

4700 lbs, plane is capable of 5500 lbs take off weight. I could fill it up everywhere, but I think I'm a good enough pilot, but here I am.

FSDO: Pilot Skill was clearly involved in the landing. We **have a Fuel Receipt for 13.7 Gallons. Did they tell you wrong?**

MD: **So that's 20 gallons less than I thought I had, not 10 gallons less.** (maybe 56 gallons not 66 gallons) With the fuel gauges not working, fuel burn is a good way to monitor, that's what we used in the Embraer. The EDM760 measures Fuel Flow, EGT & Cylinder Head Temps.

FSDO: So, you checked the fuel burn on every landing, you're not relying on fuel gauges, when we turned the power on there was approximately 2 gallons on one side and 5 gallons on the other, we know that some fuel is unusable. In the big picture, with training, did it seem reasonable the way you were trained?

MD: I mean I trained 141 at Kent. The charter flight in Waynesburg VA was more regimented. Air Z relies more on Pilot Skill, which I should have. Their Manuals all say the right things. If I get to fly again I would use my iPad to set alarms and check everything. It would be better if I had a co-pilot.

NP: Also, Engine ran rough at altitude. So that burned more fuel?

MD: burned about 1.5 gallons more per hour.

FSDO: Did the engines quit completely?

MD: Maybe the Left? If so, it was while landing.

FSDO: According to FlightAware you were cruising at 7000/7400 then down to 2000 in 5 minutes, then obviously no recording after that. But in 5 minutes that's a lot going on.

MD: I was focused on maintaining control, I couldn't set RNAV, I just focused on the heading.

FSDO: Did you use the checklist?

MD: No, the engine was up & down, I couldn't decide if I should shut it down.

FSDO: Was this flight planned?

MD: I was called the day before.

FSDO: When was the last time you flew?

MD: I hadn't flown in a week. I tried to sleep in. I woke up at about 10:00AM. So, pretty fresh.

FSDO: Were you Tired on the Wrong Side of The Clock?

MD: In August, I was on a later schedule like this and was sleeping in until 1:00, I was on a good cycle. When I retired, I was sleeping 12 hours a day with no clock. Now about 10 hours, its amazing what the body actually wants.

FSDO: were you hungry? Did you stay hydrated?

MD: I eat apples. And I had my water bottle. It's hard to fall asleep eating an apple.

FSDO: OK so you declared an emergency, what's going on.

MD: I declared an emergency; ATC gave me a heading to the airport and the UniComm Frequency so I could turn on the lights. 3 miles out, I was still in the clouds. No approach set up, couldn't set RNAV (Garmin 500) I had to fly the plane. IMC, out of convective, but still in clouds. I'm on the gauges and kept checking that there was no ice on the wings. I ran the pitot/prop heat as a precaution. I kept checking the wing, everything was clear.

FSDO: There was a Janitrol Heater, correct?

MD: Yes, I did use it, that also burns more fuel. I didn't use it the whole flight.

FSDO: Is there a carbon monoxide detector?

MD: No.

FSDO: Do you think there was carbon monoxide?

MD: I don't know. I was actually thinking recently that I should get a carbon monoxide detector.

FSDO: Was the heater working OK?

MD: Heat came out of it...there was a slight fume, a gas smell maybe? Before this, the last time I used one was 1985.

FSDO: There shouldn't be a smell.

FSDO: The last time you got fuel, did the fuel guy mis-convey the amount he gave you?

MD: I wrote down 23, so that's what I heard.

FSDO: Did he know he (the fueler) only had a few gallons?

MD: I don't know, he just said he ran out. I was going to get more in Norwich, I assume he told me 13 gallons since that was what was on the receipt. But, I wrote 23. I was going to stop after the next VFR leg.

NP: Did he fill both tanks? Did he put 12 in one & 1.7 in the other? Shouldn't he have been clear, knowing you asked for 25 gallons? Did you get a receipt?

MD: I don't think I got a receipt there. Sometimes someone else does the billing, not the fuel guy.

FSDO: Pre-Flight – Wx – Good tailwind on the way out, did you take into account the headwinds on the way back?

MD: Yes. Two hours planned – 70 gallons –

FSDO: what headwind was planned?

MD: I can't remember used ForeFlight based on fuel burn from prior flights.

FSDO: Any contributing factors from the Operator?




MD: None that I can think of.

There was a lot of talking at this point, because we were going to wrap up the meeting, so I just have fragments:

MD:I did flare and throw the gear out, I don't know if the gear extended. The gear handle was down.

If they extended, I don't remember the gear collapsing. There is a Fuse by thigh, if you touch it the fuse would blow. Pitot Fuse was blown

Carrying Tissue Samples.

DATE	TITLE	SIGNATURE
3/7/2023	Scott M. Clark Aviation Safety Inspector	
3/7/2023	Michael J. Emmerich Aviation Safety Inspector	
3/7/2023	Arnold C. Wolfe Aviation Safety Inspector	
3/7/2023	Heather A. Hill Aviation Safety Assistant	