



## Memo for Record

**Craig Hatch**  
**Air Safety Investigator**  
**Central Region**

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**Person Contacted:** Peter Hupfer, FAA FSDO Inspector

**Date:** 8/11/2021

**Person Contacted:** Justin Click (pilot)

**NTSB Accident Number:** CEN21LA343

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### **Narrative:**

During conversation with the FAA Inspector, he made the following points:

- The pilot told him the airplane holds 76 gallons with a burn rate of 14 GPH. The flight was just over 3 hours from Indiana with a stop at Dekalb, IL for food.
- Pilot claimed he should have appx. 15-20 gallons left.
- One tank was empty, blue (fuel) stains were in the soil. Pilot thinks there is something wrong in the carburetor. The engine had no other issues and “ran like a top”
- The engine was recently overhauled, and the carburetor was sent in for overhaul.
- The inspector noted substantial damage to the empennage.

During a conversation with the pilot, he made the following points:

- Felt that the airplane’s engine would run fine if we did an engine functional test run.
- He had conversations with other owners who stated that the airplane has an “odd fuel system.” If the fuel level gets low, then the fuel pressure is not high enough to feed appropriate fuel to the engine
- There are service bulletins that cautioned about the fuel system.
- He thought that the loss of engine power was due to fuel starvation