



## MEMORANDUM FOR RECORD

**Heidi Kemner**  
**Air Safety Investigator**  
**Eastern Region Aviation**

**May 12, 2020**

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**Subject:** ERA20CA176  
**Who:** Steve Williams – Flight Instructor/Check Pilot

In a telephone conversation, Mr. Williams stated the following:

- Basically, conducting photo survey flight for Hondel Aviation Northeast of ATL airspace
- Long duration flight - Handel aviation just acquired. This was the first long duration flight that we performed in this airplane.
- We completed the flight and were trying to get back with an hour fuel reserve. We were 18 miles from FFC, we had low fuel warning come on left hand side. We should have had over an hour remaining.
- About a minute later the right engine quit. No indication, we got the right engine to restart with aux fuel pump, it came back.
- We were 20 miles from FFC going into FFC. The engine came back and the left engine continued producing power.
- After a minute or 2 the right engine started surging.
- The emergency pump was still on high, so we went to the low position on fuel pump.
- The engine continued to run but was surging.
- Left engine still operating.
- Then the left engine starting surging. We went to the low position on the aux fuel pump on the left hand side.
- Changed destination to Henry County Airport to land.
- As we were getting closer, the right engine quit completely.
- Left engine was still surging.
- On an extended base, we had enough altitude and speed.
- We thought we could make it so I didn't feather the engine, since we were maintaining speed and altitude.
- We got to 3 miles from Henry Airport on base leg, then the left engine quit completely as well.

- Looking for a place to land and noticed a highway and the traffic lanes didn't have any traffic they could see.
- We're going to try to put it down on the highway.
- Coming down and both engines powered off and throttles to idle and props full forward
- Then the left engine came alive right when we were about to touchdown. That caused the airplane to pitch and roll and now we were heading toward a traffic sign.
- We pulled back abruptly on controls and were able to clear the sign and everything on the highway
- We went into a stall, which caused the airplane to roll and yaw. Rotated 180 degrees from the direction of flight, and impacted trees.
- The nose wheel collapsed and came to rest vertical.
- Got out of the airplane by opening the left hand door on the pilot side.
- Passerby's were coming up to see if we were ok.
- We walked out toward the highway.
- Taken to Grady trauma center
- Began the flight with 204 gallons of fuel. Full of fuel. Should have had 7 hours of fuel endurance
- We should have had an hour worth of fuel.
- Takeoff uses full power, but 500 ft we go to climb power, which was 2400 rpm, fuel flow of 120 pph.
- 14,500 ft, cruise is about 60 percent. 27 inches, 2300 rpm, 88 pph per side
- We double checked our calculations 3-4 times during the flight. It was showing what we calculated.
- Fuel showed that 20 gal left on each side, when the right engine lost power. 16-18 miles from destination
- This was first extended range flight.
- No recent mx on the fuel system or gauges.
- Just installed camera system for photo stuff and had replaced the cabin heat, as far as I'm aware.

Then, in a telephone conversation on May 26, 2020, Mr. Williams stated the following:

- When examining the airspeeds on Flightaware, the airspeeds were changing because of the winds. The power settings stayed the same, with the winds, we were running that that cruise 27" and 2300 RPM. 88 pph per side.
- The low fuel warning light never came on right side. That one came on with 8.5 mins from Falcon Field. This was the first time with extended duration flight.
- There was no fuel on the airplane when it impacted the ground.
- The airplane wasn't fueled and then checked it, it was fueled a while before we did the preflight and it had full tanks.
- When asked about the calculations the other pilot gave that came to 1061 pounds of fuel used, which would leave 163 pounds of fuel remaining on the airplane. That means, it would be about 27 gallons of fuel, but the gauges read 20 gallons a

side when the engines quit? Mr. Williams said they did read 20 gallons of fuel a side when the engines quit.