Aviation Investigation Final Report

Location:	Carson, California	**Accident Number:**	WPR25LA069
Date & Time:	December 22, 2024, 15:45 Local	**Registration:**	N519CV
Aircraft:	SLING AIRCRAFT (PTY) LTD SLING LSA	**Aircraft Damage:**	Substantial
Defining Event:	Fuel starvation	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while about 3,000 ft mean sea level (msl), he slipped the airplane to descend 1,100 ft to get to the traffic pattern altitude. After leveling off, he saw the fuel pressure drop. He checked to make sure that both fuel pumps were on. Shortly after, the airplane lost all fuel pressure and engine RPM. After troubleshooting, he was unable to restore engine power, and initiated a forced landing to a golf course, where the airplane impacted trees and sustained substantial damage to the fuselage, empennage, and wings.

The Pilot's Operating Handbook for the airplane, stated in part *"the fuel lift pipe in the fuel tank is situated adjacent to the lower inside wall of the tank. The aircraft should at no time be subjected to a sustained side slip towards a near empty fuel tank (i.e. -right wing down) as, despite the baffling, this may have the consequence that the fuel runs towards the outer edge of the tank exposing the fuel pipe to suck air, thereby starving the engine of fuel leading to engine failure. This poses a particular threat when at low altitude, typically prior to landing."*

The pilot did not initially report that there was no mechanical malfunction or failure that would have precluded normal operation; however, upon reviewing the recorded flight data with his chief flight instructor, that included the bank angle indicator, slip/skid indicator, and fuel pressure, the pilot concluded that the loss of power was likely from the left fuel lift pipe becoming exposed, starving the engine of fuel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s decision to conduct a prolonged slip against warnings specified in the Pilot’s Operating Handbook which resulted in a total loss of engine power due to fuel starvation.

Findings

Personnel issues	Incorrect action performance - Pilot
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Enroute-descent	Fuel starvation (Defining event)
Landing-flare/touchdown	Off-field or emergency landing

Pilot Information

Certificate:	Flight instructor	**Age:**	29,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	**Toxicology Performed:**	
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	October 18, 2022
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	May 5, 2024
Flight Time:	448.3 hours (Total, all aircraft), 182.2 hours (Total, this make and model), 357.2 hours (Pilot In Command, all aircraft), 176.4 hours (Last 90 days, all aircraft), 62.8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		**Age:**	26,Female
Airplane Rating(s):		**Seat Occupied:**	Left
Other Aircraft Rating(s):		**Restraint Used:**	3-point
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	SLING AIRCRAFT (PTY) LTD	**Registration:**	N519CV
Model/Series:	SLING LSA	**Aircraft Category:**	Airplane
Year of Manufacture:	2022	**Amateur Built:**	
Airworthiness Certificate:	Experimental light sport (Special)	**Serial Number:**	354
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	December 9, 2024 100 hour	**Certified Max Gross Wt.:**	1320 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	2464.9 Hrs as of last inspection	**Engine Manufacturer:**	Rotax
ELT:	Installed, activated	**Engine Model/Series:**	912
Registered Owner:	AVIATION FINANCIAL CORP	**Rated Power:**	100
Operator:	Sling Flying Club	**Operating Certificate(s) Held:**	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KTOA,90 ft msl	**Distance from Accident Site:**	5 Nautical Miles
Observation Time:	15:47 Local	**Direction from Accident Site:**	229°
Lowest Cloud Condition:	Scattered / 18000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots / None	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	30.08 inches Hg	**Temperature/Dew Point:**	17°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Torrence, CA (YOA)	**Type of Flight Plan Filed:**	None
Destination:	Torrence, CA (YOA)	**Type of Clearance:**	None
Departure Time:	15:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Compton-Woodley CPM	**Runway Surface Type:**	
Airport Elevation:	99 ft msl	**Runway Surface Condition:**	Vegetation
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	33.854479,-118.26942(est)

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Viet Tran; Federal Aviation Administration; Long Beach, CA
Original Publish Date:	April 22, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=199463