

Engine Investigation report
March 18, 2021
N9073D
Registration: N9073D
Serial Number: 18-6439

Data

Fuel Caps: Installed on Left and Right Tanks the Vented Fuel Cap Part Number 3267.



Fuel Gauges: Left tank was indicating little less than $\frac{1}{2}$ full. Right tank showed no indication of fuel.



"Stick the tank" to verify fuel quantity indicated. Left tank stuck at $\frac{1}{2}$ and Right tank showed no indication of fuel. Airplane was listing to the right, due to missing ski. Looking into the tank with a flashlight no fuel was seen.

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Fuel Selector as found: The pointer was pointed to OFF and the long handle was pointed to RIGHT TANK 18 GALS



Mixture, as found: In the FULL RICH setting.



Fuel Screen: Entering the Carburetor: Clean; no dirt or debris



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After checking the fuel filter, we switched the fuel selector to the RIGHT tank; no fuel ran out. We then switched it to the LEFT tank and fuel ran freely. We switched to the OFF and fuel stopped coming out again.

After gathering all the above data, we pulled the prop through several times and had the owner switch to the LEFT tank, prime the engine, and it started right up and ran solid for 45 seconds without any indications of a fuel problem.

The pilot said he was low level and the engine quit running. He then turned the fuel handle while watching the trees he was headed for. He believes he unknowingly switched to the OFF position instead of the LEFT position.

Since there was no evidence of a fuel problem with the plane, this statement confirms the evidence found.

T & T Farrell

