



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Post-Accident Airplane
Examination and Accident
Site Information Summary
CEN21LA251
June 5, 2021

A first responder, local EAA members, and a local FBO mechanic provided the following information:

- A first responder reported that there was fuel present at the accident site. The ground was wet with fuel, and one tank was nearly full.
- The forced landing site was a plowed field with irrigation ditches. Evidence at the site showed that the airplane wheels contacted a ditch when it landed.
- Several EAA members assisted with the recovery of the wreckage. One of them was very familiar with the airplane as he owned the same model airplane.
- A local FBO mechanic checked the engine for rotation continuity, fuel distribution, and ignition. No anomalies were found. The mechanic stated that the likely cause of the engine power loss was due to vapor lock.
- The owner of the same model airplane stated that the accident airplane's electric fuel switch and black rubber fuel lines were mounted inside the engine compartment, about 2 feet behind the engine. The fuel lines were not covered in fire sleeves or insulation and fully exposed to heat from the engine and exhaust system. He stated that the accident airplane's fuel distribution configuration, was unlike his airplane's configuration, that he did not have vapor lock issues with his airplane. He stated that the accident airplane's engine most likely lost power due to vapor lock because of the location and configuration of the fuel system, and the hot temperatures.

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