



MEMORANDUM of RECORD

Ralph E. Hicks
Senior Air Safety Investigator
Eastern Region Aviation

Date: December 10, 2019
Person Contacted: Billy Meadows (FAA FSDO/Orlando FL)
NTSB Accident Number: ERA20TA046 – Vero Beach, FL

This investigator interviewed Mr. Meadows by telephone on December 3, 2019 and also received a written inspector statement on December 10, 2019. The following is a summary of the information provided by Mr. Meadows.

- The accident occurred about 12:30 local on December 2, 2019. While descending to land at Vero Beach, on downwind leg, the engine lost all power. The flight was a cross-country solo instructional flight operated by FlightSafety International. The pilot was unable to restart the engine or make it to the landing runway, so he force landed on a nearby golf course. The left wing struck a tree during the landing roll, separating the left wing from the airframe. The right wing remained attached.
- Structural damage resulted to the left wing, right wing, and fuselage.
- The pilot was not injured.
- The Chinese pilot was enrolled in an ab initio training program at FlightSafety. He has since returned to China.
- An examination of the airframe revealed that the right fuel tank was completely full, up to the filler neck. The left wing fuel tank was completely empty. Both fuel tanks were uncompromised. There were no indications of a post-accident fuel leak at the scene. The fuel selector was found on the left tank position. When selected to the right tank, fuel flowed from the right tank through the selector to the fuel strainer.
- An examination of the engine did not reveal any evidence of a mechanical malfunction. The carburetor bowl contained about one ounce of 100 low lead fuel.

- The pilot initially reported in his written statement that he switched fuel tanks during flight. He later reported in an interview that he was not sure if he switched tanks during the flight.
- The airplane should fly for about 2.5 to 3 hours if the pilot does not switch tanks during flight.