



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 10/14/2020
Person Contacted: Brandtley Greenlaw (Pilot in Command)
NTSB Accident Number: ERA21LA018

Narrative:

The following is a summary of a conversation with the individual noted above:

The airplane just came out of a condition inspection and this was the first flight post-maintenance, and it was the pilot's first flight in this airplane. He completed 3-4 runs down the runway prior to takeoff.

The pilot took off runway 21, turned left crosswind, to downwind, and then the engine quit about 800 ft above ground level. He immediately turned toward the runway and established the best glide speed. He attempted to restart the engine and checked the boost pump. The propeller continued to windmill, and the starter would turn over the engine, but it would not start or produce power.

He saw a clearing in terrain near the runway, and he believed the airplane would not make the runway. He recalled that he has seen too many examples of other pilots that stalled trying to make a runway, so he made sure he kept the nose down and landed in the field. The airplane impacted trees and shrubs during the rollout.

He believes it is possible that the fuel valves at the fuel selector may be mislabel. The left and right labels appear to be backwards and they are of a sticker type placard. He drained 12.5 gallons of fuel from the right tank, but the left tank was completely empty, postaccident.

The fuel selector, which was located on the floor in the cockpit, was selected with the arrow of the selector toward the left, however the placard says RIGHT. He followed the tank selection, as it was placarded, and knew that he wanted the RIGHT tank selected, because it was the fullest tank.

He knew that there was only a couple of gallons in the left tank, and the gauges indicated that prior to flight.



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He believes that the LEFT and RIGHT placards are backwards, and the engine was starved of fuel.

He recalled that the airplane was received by the owner in an airplane swap around June 2020. The conditional maintenance inspection performed on the airplane immediately prior to the accident did not involve relabeling the fuel selector placards. The airplane was accepted from the previous owner in the configuration that existed for the accident.