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Office of Aviation Safety, Eastern Region

Date: 11/17/2022

Subject: ERA23LA063

Contact: ERIC BROWN (Pilot, Airplane Owner)

The individual noted above provided the following information via a telephone call. The below contents are a summary of what was reported:

- He reported that he departed about 3:00PM local time, 11/4/22.
- He was headed back to North Carolina to his home base airport.
- About 3 miles out from the departure airport, about 4,500 ft, after turning eastbound, the engine started running rough, and then completely lost power.
- He turned back immediately to the departure airport, thinking he could make it to the runway.
- He cycled the electric ignition (top and bottom), applied mixture rich, however, power was not restored. The propeller was windmilling.
- He explained that the fuel selector had a "WING", "HEADER", and "OFF" selection. He recalled that he had selected the fuel to WING.
- He reported that there was a small leak in the header tank, and it would weep fuel. The leak was a condition that he was aware of prior to flight. He does not use the header tank selection for this reason.
- He took off runway 16 and when he returned for the forced landing, he attempted to land on runway 34.
- On his approach to land, he was about at a 90° angle to runway 34. He recalled that his altitude was "very low" and was descending rapidly, about 1,000 feet per minute. He tried to make a right turn to align with runway 34, however, in the turn, the airplane "lost lift" and "went straight down" and impacted the grass next to the runway. The gear collapsed on touchdown.
- He explained that in the right turn he could feel the onset of the stall, so he stopped the turn, and landed wings generally level.

- He contacted the FAA and NTSB after the accident.
- He recalled that on November 9, 2022, Atlanta Air Salvage recovered the airplane.
- He reported there was a Dynon D10 engine monitor turned on at the time of the accident.
- He was informed that 13 gallons of fuel was recovered from the airplane.
- He cannot recall any engine warnings. His attention was not focused on the instrumentation.
- When he departed, he believed he had about 12 gallons of fuel on-board.
- He described that the left wing was damaged at its root. The landing gear tore from the fuselage which caused structural damage.
- He reported that he had no issues on the Friday flight down to the accident airport.

On November 23, 2022, the pilot added the following statement via email after additional questions from this investigator:

NTSB Question: Can you please provide details as to how the electric fuel pump was operated during flight. Was it on for takeoff/ climb and turned off? Was it turned on after the failure?

"I turned off the pump [electric] when I reached about 1000' AGL--after reducing rpm to 2350 and mixture to 13gph. I did not turn the pump on after the engine quit. I went full rich, cycled both ignitions, then just focused on flying."

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