

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 3/15/23

Subject: ERA23LA148

Contact: Corey Meinzer, FAA S. FL FSDO

Mr. Meinzer was interviewed via telephone. He stated that he examined the engine today at FD51 with Inspector Don Casto. Mr. Casto observed fuel, mixed with sea water in both wing tanks and the center tank; however, the fuel injector lines, and fuel manifold were absent of fuel. The mechanical fuel pump contained slightly more than 1 ounce of fuel. Residual fuel was also found in the electric boost pump.

Mr. Casto removed the mechanical fuel pump, and it operated normally when actuated by hand. He noted the electric boost pump switch was in the on position and when Mr. Casto tested the electric boost pump with a 12-volt battery, it operated normally. Due to damage of the linkage, Mr. Casto could not determine the preimpact position of the fuel shutoff valve.

Mr. Casto removed the top spark plugs and did not notice any anomalies with their electrodes. He was able to rotate the propeller by hand and confirm crankshaft, camshaft, and valve train continuity to the rear accessory section of the engine. Additionally, thumb compression was attained on all cylinders. The engine was equipped with an electronic ignition system, and it could not be tested.

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Date: 9/14/23

Subject: ERA23LA148

Contact: William Eck, Pilot/Owner, Summerland Key, FI

Mr. Eck was interviewed via telephone. I advised Mr. Eck that FAA examination of the engine and airframe, and NTSB examination of the GRT 6000 EIS did not reveal any anomalies that would explain a total loss of engine power. I added that the EIS only stored two parameters, total time and time of last flight.

Mr. Eck stated that the airplane had not flown for 2 to 3 months while he was performing an annual condition inspection. The reason the inspection took so long was that he and his wife had taken an RV trip during the inspection. Mr. Eck performed the inspection himself and did no work on the fuel system, other than moving the fuel shutoff valve to off, to clean the filters; however, he knows that he moved it back to on as he flew uneventfully from FD51 to MTH, after the inspection and prior to the accident flight.

Mr. Eck added that the "sump tank" center tank holds 2 gallons of fuel, and a red light illuminates in the cockpit if the fuel level gets low. He departed on the accident flight with 19 gallons of fuel and the red light never illuminated. He also does not know why the engine lost all power.