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AS-WPR

Date: September 20, 2023

Subject: WPR23LA346, Summary of post-accident investigation

Contact: Bruce Stephanson, Federal Aviation Administration Inspector

He inspected N46WR discovered that each fuel tank had fuel inside. He verified that the fuel strainer had fuel and did not appear to be plugged. The fuel line to the carburetor had fuel and was not obstructed.

According to the pilot, the fuel selector valve was recently repaired (6/2023) but appeared to be working correctly and pointer can select WINGS TANKS , MAIN TANK, or OFF.

The pilot stated he switched tanks to balance fuel load, even though the selector does not allow for selection of individual wing tanks. The inspector believes that he moved the pointer to "OFF" by mistake then tried to restart engine, which didn't work. He was about 6000' and climbing when the engine quit, about 4000' AGL. The airplane did not have mixture control for leaning. It appeared that fuel load on the right tank was about $\frac{1}{2}$ and the left side was about $\frac{3}{4}$ full. It also appeared that the main tank had a good 4" on a fuel stick. The old visual gauge had about over $\frac{1}{2}$.

Left side of engine mount is bent and the cowling sustained ground damage, as it impacted and came to rest in a ditch. As a result, both wings sustained substantial damage consistent with impact.