



Eleazar Nepomuceno
Aviation Accident Investigator
AS-WPR

Date: September 20, 2023

Subject: WPR23LA346, Summary of phone interview

Contact: Robert Neils, Pilot

The pilot was on a local flight and while attempting to move the fuel selector valve from the "left" main tank position to the "right" position to balance the fuel load, the engine lost all power. The pilot attempted to restart the engine but decided to perform a precautionary landing onto a road. Shortly after touchdown, the airplane veered off the road into a ditch. The wings and engine truss sustained substantial damage.

The fuel selector valve positions available were WING TANKS (9 o'clock position), MAIN TANK (12 o'clock position), and OFF (3 o'clock position). The pilot reported that he moved the fuel selector valve from the WING TANKS ("left") position to the OFF ("right") position. The pilot added that he likely assumed that the wing tanks had a left and right selector position when he moved the fuel selector level.

FOLLOW-UP

After multiple requests, the pilot did not submit the National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report Form 6120.1.