



MEMORANDUM FOR RECORD

Investigator: Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: February 10, 2012
Subject: NTSB Form 6120.1
NTSB Accident Number: ERA11LA289

Narrative:

Tom Vidamour was the Federal Aviation Administration (FAA) inspector who responded to the crash site, documented the wreckage, and spoke to the pilot and the local Chief of Police. He provided a summary of those discussions by telephone, and the following is the summary of that conversation.

The pilot/owner reported that he turned the airplane to the right immediately after liftoff, to avoid a tree in its flight path. According to the pilot, the engine stopped producing power, the stall warning activated, and the airplane remained in a right bank until ground contact.

The Chief of Police, a certificated pilot, reported that he turned off the fuel boost pump, the magnetos, and moved the fuel selector from the right tank position to the off position upon his arrival at the scene. He stated that he later disconnected the battery. When he was asked what the fuel state of the airplane was, the Chief said the left tank was "dry" and the right tank contained "not very much" fuel.