



## RECORD OF CONVERSATION

**Robert Gretz**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

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**Date: April 4, 2022**

**Person Contacted: Robert Elves, Melbourne, FL** [REDACTED]

**NTSB Accident Number: ERA22LA179**

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### **Narrative:**

Mr. Elves was interviewed via telephone. He stated that he sold the accident airplane to Mr. Sharp in February 2022. Mr. Elves added that the airplane is equipped with a 2.5-gallon header fuel tank. There are two fuel valves, one for each wing, that need to be opened during preflight inspection, to allow fuel to flow from the wings to replace fuel consumed from the header tank. Mr. Elves further stated that if the valves are not opened, the engine will operate for about 20 minutes until fuel starvation. Instructions to open the fuel valves are contained in the preflight checklist and emergency engine failure checklist..



## RECORD OF CONVERSATION

**Robert Gretz**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

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**Date:** April 7, 2022

**Person Contacted:** Terry Sharp, Indianola, IA [REDACTED]  
Daxton Barkley, FAA MCO FSDO

**NTSB Accident Number:** ERA22LA179

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### **Narrative:**

Mr. Sharp was interviewed via telephone conference call with Mr. Barkley and me. He stated that the fuel valve placards are confusing, and he is convinced that he flew the accident flight with the fuel valves in the off position. Specifically, valves in an on position are usually in-line with the plumbing, whereas valves in an off position are usually 90° to the plumbing. The opposite is true for the accident airplane. However, in addition to the placard, the fuel handles have on/off arrows embossed in them and Mr. Sharp did not notice that until we reviewed photographs of the fuel valves on this conference call.

Mr. Sharp added that he was being treated for a head injury at the scene and did not note the position of the valves after the accident. The valves have subsequently been moved by himself and two friends in an effort to understand how they operate in relation to the placards. He does not remember where they originally were and will check with his friends to see if they remember. Mr. Sharp further stated that the manner in which the engine lost all power (slowly verses suddenly) was a classic example of fuel starvation.