

Rayner Brian

From: [REDACTED]
Sent: Thursday, February 06, 2014 3:57 PM
To: Rayner Brian
Subject: N36086

Brian,

Today I performed an inspection of aircraft N36086 at the Atlanta Air Recovery in Griffin, GA. The inspection included a visual representation of all cockpit gauges and controls, and an engine run up.

In regard to the crash circumstances, my focus was to be on the fuel system (e.g. selector valve, distribution valve, fuel pump) and engine. The following is what I found:

Selector Valve - Positioned to the left about .25 " from the detente

Fuel Pump - works on and off with power applied

Fuel Distribution Valve - unable to check this due to fuel plumbing from wing/fuselage fitting to valve damaged and leaking caused by wreck.

The engine was started and operational thru mag check. NOTE: Had to start with external electrical power and fuel supply due to damage incurred to electrical system and fuel plumbing.

I have spoken with Operations Inspectors in my office with experience on this make and model aircraft. They advised me that if the selector was not positioned completely to the detent that it is very possible the aircraft would operate thru ground operation checks, but the fuel would starve the engine by the time the aircraft achieved 300 feet in the air after take off.

In the pilot statement, he did say he got to about tree top level then the engine began running rough. In my conversation with the pilot nor in the pilot statement was the mentioning of fuel selection, whether during ground operations or before takeoff.

I have taken pictures of the cockpit controls and gauges.

Should you require further information or discussion concerning this investigation, please advise.

Thanks for all your help,

Michael Denaro
Aviation Safety Inspector
Atlanta Flight Standards
SO-11
[REDACTED]

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