



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

September 24, 2015

Subject: ERA15LA344, N555TN, Vans RV-6A, September 7, 2015, Rome, Georgia.

Record of telephone conversation with FAA Inspector Danny Cox, from the Atlanta, Georgia Flight Standards District Office.

On September 24 and 28, 2015, Mr. Cox provided the following:

Mr. Cox responded to the accident scene on September 7, 2015. He examined the airplane and noted the following:

The airplane sustained substantial damage. Both wings were bent upward outboard of the flaps. The left aileron was separated from the wing. The right side of the empennage displayed compression buckling just aft of the right rear window and had partially separated from the fuselage on the left side at the same location. The left horizontal stabilizer and elevator were bent down and forward.

Flight control continuity was established from the flight control surfaces to the cockpit controls, with some binding noted, consistent with impact damage.

The spark plugs were removed and appeared normal in color and wear. The left magneto produced spark on all leads. The right magneto was inaccessible and could not be tested. The engine drivetrain was rotated by hand at the propeller, and thumb compression and suction were noted on each cylinder.

There was no fuel found in the right fuel tank, and about 1.5 gallons was found in the left fuel tank. No fuel was present in the fuel strainer. The fuel selector was positioned halfway between the two "OFF" detents. The pilot reported to Mr. Cox that he had instructed first responders to turn off the fuel and battery switch after the accident.

The pilot further reported to Mr. Cox:

The pilot had been working on a leak in the fuel system prior to the accident flight. During his preflight inspection, he noted the engine oil quantity to be 5 $\frac{3}{4}$ quarts, the fuel quantity to be 3 gallons in the right tank and 6 gallons in the left tank, as determined using a dip stick. No fuel exited from the engine sump drain when activated.

Mr. Cox reported that the pilots medical certificate was revoked in 2011. His application for a medical certificate in December of 2014 was denied. After the accident he surrendered his pilot certificate to the FAA.

<end>