



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

SUMMARY OF CONVERSATIONS

Who: David Sanford, Aircraft Inspection and Repair

RE: ERA17LA005

Mr. Sanford initially responded to the accident that involved N499TG, which had a total loss of power during a go around and landed in a field. Mr. Sanford responded to the accident site and helped recover the airplane. The NTSB hired Mr. Sanford to examine the engine. This is a summary of my communications with Mr. Sanford.

Mr. Sanford stated that the pilot made a good landing but during landing rollout, the airplane's left main landing gear struck a hole. This resulted in damage to the left main gear, the nose wheel, the left-wing spar, and an engine mount. The left-wing tank was full of fuel and the right-wing tank was half full. He sumped fuel from both tanks and the gascolator and the fuel was absent of water and debris. Mr. Sanford then recovered the airplane back to the airport.

When the engine was examined, Mr. Sanford first attempted to start the engine on the airframe using the airplane's existing fuel system; however, when the fuel boost pump was turned on, it was not registering any pressure and an odor of fuel was noted. Further examination revealed the carburetor was flooded and leaking fuel. Mr. Sanford said this was most likely due to a stuck float. The carburetor was removed and disassembled. No anomalies were noted with needle and seat and there were no signs of the float rubbing or binding. The carburetor was placed back on the engine. When the fuel boost pump was turned back on, it registered a pressure of 7 psi. The engine was then started and ran to a limit of 1800 rpm due to the broken engine mount. The magnetos and carburetor heat were also tested and no anomalies were noted.

Leah D. Read

Sr. Air Safety Investigator

National Transportation Safety Board