



Federal Aviation Administration

Memorandum

Date: September 17, 2018
To: Daniel Boggs, NTSB
From: ASO ATL FSDO 11
Prepared by: Steven Davidson, Avionics Inspector
Subject: N9218L Accident Investigation

On September 14, 2018, the Pilot/Owner of N9218L, a 1971 Grumman American Aviation AA-1A departed Morristown, TN (KMOR) at 0730 enroute to Summerville, Florida with one passenger on board. After 30 minutes of flight time, the PIC noticed that the aircraft had burned an excessive amount of fuel, which required him to locate the nearest airport at (KCEU) Oconee County Airport Clemson, SC. The aircraft was topped off with 23.41 gallons of fuel according to a receipt that was provided by the PIC. The aircraft took off from (KCEU) at approximately 0950 to continue the flight to Summerfield, Florida. After about 30 minutes of flight time, the PIC once again noticed that the aircraft was burning fuel at an excessive rate, which eventually starved the aircraft of fuel as the engine quit. The PIC was too far from the nearest airport and made a decision to land the aircraft in the safest location that was directly ahead in a Pecan Orchard. As the aircraft landed between the rows of Pecan Trees, the hard landing caused the nose gear to separate from the aircraft and the left wing to sustain substantial damage to the leading edge spar. The PIC and passenger sustained minor bruises as they were examined and released by the Sandersville Regional Hospital the same day. Members of the Washington County Sheriff's office secured the wreckage site until an FAA Inspector from the Atlanta FSDO could arrive on scene to assess the damage. Once on scene the FAA Inspector received statements from the PIC and pictures of the damage. The PIC stated that he had just purchased the aircraft the day prior from a broker in Morristown, TN and no known conditions existed. According to the PIC, the aircraft had just received a current Annual Inspection and Pre-buy Inspection from two separate Inspection Authorization Mechanics. The PIC had stated that all the aircraft maintenance documentation with the most recent inspections was located inside the aircraft, which were unable to be found when searched for. The PIC stated that he must have left the logbooks at his hotel from the previous night's stay and would try to locate them. The aircraft did contain a valid Standard Airworthiness Certificate but the on board Registration showed an Expiration date of February 28, 2015. A review of the PIC credentials revealed an out of date paper copy of his Pilots Certificate and he did not have a copy of his most recent medical examination.