



U.S. Department
of Transportation

**Federal Aviation
Administration**

FAA Inspector Statement
Mark Fayerman

On June 1, 2020, my Frontline Manager Eric Pisz ask if I could help the Birmingham, Alabama (BHM) FSDO by witnessing an engine run at Atlanta Air Exchange in Griffin, GA. Inspector Clay Perkins from the BHM FSDO contacted me and discussed the accident. Inspector Perkins told me the wings and fuel tanks were destroyed in the accident. Therefore, he could not verify if the aircraft had fuel in the tanks. Inspector Perkins informed me the pilot reported the engine stopped running in flight. I spoke with Susan at Atlanta Air Exchange and informed her I would be the inspector on site to witness the attempted engine run in the morning. We confirmed a time of 9 am.

On June 2, 2020, I arrived at Atlanta Air Exchange and signed in. The aircraft fuselage was strapped down to the back of a flatbed truck with the nose and the engine positioned aft off the flatbed. The technician was trying to find the proper AN-hose-union to connect to the external fuel tank to the engine. The technician initially tried to connect the external fuel tank hose to the output hose of the boost pump. When the technician disconnected the output boost pump hose, there was a small amount of fuel in the hose. The technician could not find the correct union so he decided to connect the external fuel tank hose directly to the mechanical fuel pump. Mounting the external fuel tank above the engine and the fuel hose connected to the mechanical fuel pump is the same configuration as fuel is delivered in normal flight configuration. The Fuel tank was filled, the tank was strapped above the engine and leak checked. The technicians then moved the flatbed truck to an open area. The engine turned over and fired off in a few turns of the propeller. The Engine ran smooth at idle. The technician brought the power above idle and the engine was smooth. The technician brought the power back down to idle let it run for a few minutes then turned the engine off. I documented the start of the engine, and the engine run on video with my FAA issued camera.

MARK E
FAYERMAN

Digitally signed by
MARK E FAYERMAN
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