

FAA Inspector Statement

On September 5th 2020 a 1969 American AA-1 airplane with tail number NL6107L, was involved in an accident at the Newnan Coweta County Airport. The Pilot/Instructor at the time of the accident stated that a fuel sample had been performed prior to flying and there were no indications of contamination or debris. The Pilot stated that he used the sight gauges inside the airplane to estimate that there was approximately 10-11 gallons of fuel on board prior to the 45 – 50 minute flight, which resulted in the accident. On scene, there was visible damage to both wings from the trees that stopped the airplane and, the left landing gear had sheared off when it hit a taxiway sign. Due to where the airplane came to rest, and how it was positioned, any visual amount of fuel on board could not be determined. The engine controls were noted as the following: primer fully pushed in, the mixer approximately 1 inch-1.5 inches pulled out, the throttle approximately $\frac{3}{4}$ of the way pulled out and the right fuel tank selected.

On September 28, 2020, an aircraft inspection was performed on N6107L, in Griffin, GA. During the inspection it was found that the recovery company had to cut off the airplane's wings from the fuselage in order to transport the airplane from the accident scene to Griffin, GA. An attempt was made to drain fuel from the right and left wing however, there was none found. A general inspection of the engine was performed and no visual issues were noted. The propeller showed no significant damage and turned properly. After finding no visual issues that would be catastrophic or keep the engine from starting, it was determined that an engine run would be performed. An external fuel tank was attached to the right tank fuel supply line, which was protruding where the wing meets the fuselage. The fuel tank selector was not moved from the position that it was found on scene (right tank). Before attempting to start, the aircraft was primed 3 times. The aircraft did not fully start on the first attempt but started without any issue on the second attempt. The engine was ran to idle at approximately 1000 RPM, with oil and fuel pressures all within the green. Once the engine was stabilized at idle, the engine was ran up to approximately 1800 RPM with all pressures responding properly and a magneto drop check was performed. The left magneto dropped to approximately 1650 RPM, and the right dropped to approximately 1700 RPM. Next the engine was ran to verify max power, which resulted in approximately 2250 RPM, with all pressures still responding properly. Due to how the mixture control had been found on scene, the mixture was pulled out approximately 1.5 inches while running at idle (1000 RPM) and no issues were found. The engine was then ran to max power (2250 RPM) with the mixture in the same configuration and no issues were found. After performing the engine operational check, it was concluded that there was no evidence to show a problem with N6107L's engine which would have led to the accident.

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FAA Aviation Safety Inspector