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Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA22LA028

Date: 10/23/2021

Subject: FAA inspector Gary Ankney
examination and damage assessment
of N7371P

During a damage assessment debrief, inspector Ankney reported that the airplane sustained substantial damage to the fuselage left wing and horizontal stabilizer. He said that he contacted the Youngstown, OH. (YNG) FBO and received a copy of the fuel slip. The FBO, fueled only the inboard main tanks. "According to the pilot the outboard aux (15 gal) tanks were already full. Mr. Bosely (Pilot), told me he verified the fuel on his preflight and sumped the fuel tanks prior to the flight."

In an email from inspector Ankney, he reported the following:

"Aircraft Registration N7371P, did not have a stuck Sump valve. I confirmed that yesterday. The aircraft was at the Greenville location and when I opened the valve residual fuel from the fuel lines leaked out of the valve. The fuel tanks and wings were removed at the time. The residual fuel was in the other fuel tank lines. The recovery team drained roughly 75 gallons of fuel from the other fuel tanks. Two 30-gallon main tanks and one 15-gallon aux tank. The other aux tank was completely dry. I did not try to start the engine, due to the propeller damage and snap rings that hold the blades in position were damaged."

Inspector Ankney sent a picture of the fuel selector valve, which was noted in the right fuel tank-AUX position, as stated by the pilot.