



U.S. Department
of Transportation

**Federal Aviation
Administration**

FAA Inspector Statement
Mark Fayerman

On June 26, 2022 at approximately 1:30 pm EST, I received a call from the Southern Regional Control Center (ROC) about a possible accident in Warm Springs, GA. The ROC stated that a pilot had declared an emergency for an engine failure and was diverting to land at the Roosevelt Memorial Airport. [REDACTED]

[REDACTED] While in route I was contacted by Atlanta Air Recovery they were in the area and said they would meet me at the accident site to assess the scene and plan for recovery.

When I arrived onsite many of the first responders where there, and from the road you could not see the accident site. The first responders told me the aircraft was located at the back of the small farm. When I arrived at the aircraft, there was no smell of fuel and no post-crash fire. The outer one-third of the right wing was damaged, and missing the tip tank. I could see one of the propeller blades standing up and virtually undamaged. The cabin door was broken open forward which the first responders said they had done to remove the passengers. The electrical power was off, and the ignition key selected to off. Mixture was in, throttle was out, prop was in, and carb heat in. Fuel selectors were selected to both main. I opened both main fuel tank filler caps and found no evidence of fuel. I opened the left tip tank and found approximately 3 gallons of fuel. I turned the fuel on and the gauges read $\frac{1}{4}$ on both wings and the electric fuel pump was running, it sounded dry. The fuel tanks did not appear breached. Walking back toward my truck I found the right wing tip tank about 15 to 20 yards behind the aircraft. I did look in the tank and it was empty.

On my way Daniel Boyle the mechanic for the aircraft called me. He said the owner was hoping to get some of his personal belongings out of the aircraft. I told him as of now the aircraft is considered an active investigation. I spoke with the NTSB investigator and we agreed that they could retrieve personal belongings such as suit cases and clothing. I called Mr. Boyle back and we agreed to meet in the morning, I also asked Mr. Boyle to bring any logbooks or logbook entries he had for this aircraft.

On Monday June 27, 2022 I arrived at the accident scene with fellow inspector Samuel Gentry. Shortly after we arrived Mr. Dan Boyle showed up as did Tyler Cranford. Mr. Cranford identified himself as the Pilot's son. He explained that the pilot's girlfriend Carrie had called him after the crash and dropped him a Pin-location so he could forward that to 911. Mr. Tyler Cranford ask if he could retrieve his father and Carrie's personal belongings. Mr. Boyle had the complete set of logbooks, and handed them over to me. We walked back to the aircraft there was a small bag in the cabin with Carrie's personal items, in the back of the aircraft were two small suit cases. I lifted the suit cases and took pictures to get an idea of the size and weight. I then turned them over to Tyler Cranford. Mr. Boyle and Mr. Cranford left, and we waited for the recovery team. While we waited for the recovery team, we investigated the area and found an impact spot

approximately 25 feet up a pine tree. The tree was adjacent to where the right tip tank was found.

When the recovery team arrived they discussed having to cut the wings off the airplane to get it out. The aircraft was strapped and lifted up then the team cut the right wing off. We were very careful to watch and see if any fuel ran out. No fuel ran out or even dripped out. The aircraft was then slid aft. The straps were then repositioned and the airplane was slid around 180 degrees. Again the straps were repositioned and the airplane was lifted nose high to begin cutting the left wing off. We again payed attention to see if any fuel ran or dripped out of the wings. No fuel dripped from the left wing either. The wings and the fuselage were loaded on to the recovery trailer. We then followed the recovery team to the Atlanta Air Recovery facility. When we arrived at Atlanta Air Recovery I inspected the fuel bladders to see if they had been breached. The bladders did not appear breached other than where they were cut in half taking the wings off. I turned the logbooks and I-Pad in the aircraft over to Atlanta Air Recovery they boxed both of them up and labeled the box with the aircraft N-number.

On Tuesday June 28, 2022, I received a phone call from the pilot. I was surprised to hear from him given the condition he was in. He stated that he was heavily medicated, but wanted to call and touch base with me. He asked me about the fuel on board? I said from what I saw there was very little. He mentioned he was keeping track of his fuel on board via a small notepad. He went on to say that as he passed Warm Springs, GA he started his decent for Newnan. He noticed his engine would not produce more than 1500 RPM, so he turned back for Warm Springs. He said he remembers telling Carrie "We have this." He said he put the airplane into a slip to bleed speed off. He then said at a certain point the engine wouldn't make more than idle power, and he felt they weren't going to make the airport so he picked the field, and didn't remember much after that.

On Wednesday July 6, 2022 I met with Piper's Safety Investigator Damian Galbraith and Lycoming's Air Safety Investigator James "Mike" Childers to perform an inspection and teardown of N14FC. We verified all flight controls had continuity. We removed the cowl and inspected the engine. The carburetor was broken off from impact but the controls were still attached. The carb air box was crushed from impact, but was not blocked. We removed the mags and spun them each created spark. We turned the engine over and it made compression, all the valves opened and closed as they should, and the cylinders moved up and down. We inspected the cylinders with a Borescope, and found no abnormalities. We inspected the exhaust system and found no blockage or leaks. We inspected the oil screens and filters and found no abnormalities. The propeller governor was removed and the oil screen was inspected. The propeller governor screen was clean with no blockage. We removed and inspected the engine driven fuel pump, it had suction when actuated, and it did not have any fuel in it. We removed the fuel lines and found no fuel, we disassembled the engine bay fuel filter, and found no fuel. We disassembled the engine electric fuel pumps and found no fuel. We reassembled the electric pumps and submerged the suction end of the hose in water, wired the electric pumps to a 12 volt source, and the electric pumps pumped water. With the fuel tank selector valves in the wing position air pressure was applied to the fuel line on the engine firewall. Air could be heard at the main wing fuel line pick up points in both wings. When the selector was turned to the tip tanks, and air pressure was applied both fuel lines going to the tip tanks spit fuel out.

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