



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 9/5/23

Subject: ERA23LA347

Contact: David Clouse, Airworthiness Inspector, FAA BNA FSDO

Mr. Clouse was interviewed via telephone. He stated that in reference to the photos he sent me, it appeared that the electrical lead to the starter motor was not properly routed (clamped) per Piper maintenance manual and FAA advisory circular instructions, and it was contacting the fuel primer line below it. There were metal "beads" on top of the fuel primer line, consistent with chaffing and welding from the electrical lead. Mr. Clouse added that the accident electrical lead was 25 to 30" long with no clamp and drooped down on to the fuel line.

Mr. Clouse noted substantial damage to an engine mount tube, which required replacement.