

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: **01/25/24**

Subject: **ERA24LA082**

Contact: **Robert "Ian" Mullins, FAA BNA FSDO**
 Chris Ferraraccio, AMF Aviation, Springfield, TN

Mr. Mullins was interviewed via telephone (set on speaker so that Mr. Ferraraccio could participate). The top spark plugs were removed for the engine examination. Their electrodes were intact and light gray in color. Mr. Mullins and Mr. Ferraraccio were able to rotate the propeller by hand. Crankshaft, camshaft, and valve train continuity were confirmed to the rear accessory section of the engine and thumb compression was attained on all cylinders. The left magneto produced spark at all leads when rotated by hand. The right magneto would not produce spark with rotated by hand. It was disassembled and no anomalies were noted with the points or rotor.

Fuel was observed in the fuel system. Mr. Ferraraccio observed that the engine sump and fuel screen were absent of debris. Additionally, during recovery, Mr. Ferraraccio drained about 8 gallons of fuel from each wing. It was clear, blue, with no visible contamination observed. Mr. Mullins added that prior to the accident flight, the airplane had not flown in about 2 years, and he did not know how old the fuel was.



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Contact: Nick Gould, Tuscaloosa, AL

Mr. Gould was interviewed via telephone. I advised Mr. Gould of the findings of the engine exam and asked him about the fuel. He stated that he purchased the airplane from an elderly gentleman and that the fuel in it may have been 2 or more years old.

I added that in reviewing the maintenance records, it looks like the airplane sat from an annual on 10/14/21 to an annual on 1/3/24; however, 2.2 hours accumulated on the tachometer during that 26-month period. Mr. Gould stated that he wasn't aware of the airplane flying during that time and the 2.2 hours may have accumulated during ground engine-runs during that 26-month period.