

Inspector's Statement

9/27/2016

On August 26, 2016, I was asked to assist in the inspection of aircraft N204AK in ST. Simons, Georgia. The aircraft was reported to have run off the end of the runway. When I arrived in St Simons the aircraft had been moved to one of the local hangars. I began taking photographs of the damage and log books. My big concern was the damage to the left wing. The trailing edge of the left wing root was creased which indicated extreme pressure occurred at the wing attach point. We removed the lower wing root panel to get a better look at the area around the wing attach points. Damage was noted around the aft attach point along with cracks in the fuselage skin above and below the attach point. It was my belief that there was internal damage inside the fuselage that was not accessible at the time of this inspection. At this point we made the decision to have someone from Cirrus determine the extent of the damage.

We removed the cowlings to inspect for possible fuel leaks as reported by the pilot. Once the cowlings were removed we turned on the primer pump and fuel began leaking around the main fuel line to the fuel distribution valve. On further inspection the B nut on the main line was loose. I was able to turn the B nut with my hand. I hand tighten the B nut and the fuel stopped leaking. A review of the log books showed no activity that would have required the above mentioned B nut to be removed. The aircraft had 28.2 hours since the last annual. The annual was signed off by Kirk Ramsey of Palmetto Aviation Repair in St Simons.

Rick Hoy
Aviation Safety Inspector

