



Date: April 10, 2023

To: Tim LeBaron, Director, Office of Aviation Safety

A handwritten signature in black ink, appearing to be "Noel Coleman", is written over the "To:" line.

From: Noel Coleman, Chief, Writing and Editing Division

Subject: Request change to analysis and probable cause of GAA17CA260

The subject report was released on January 23, 2018. Subsequent review of the probable cause revealed incorrect terminology in the probable cause. Thus, we propose revising the analysis and probable cause as follows:

Analysis

The pilot reported that, during the initial climb, about 1,000 ft above the ground, he "saw the engine power winding down." He added that he "turned on" the boost pump, checked the magnetos and fuel mixture, and then switched the fuel selector to the other fuel tank. The engine experienced a total loss of power and then impacted the ground. The airplane sustained substantial damage to the fuselage.

The Federal Aviation Administration inspector reported that he traveled to the accident, and while on site, he observed that the fuel selector knob set screw was loose and that the knob turned freely on the shaft. The set screw doesn't keep the knob keyed; it just stops it from coming off. A roll pin keeps the shaft in position and was observed in the selector well.

The pilot did not submit the National Transportation Safety Board Form 6120.1 Pilot/Operator Aircraft Accident/Incident Report.

Probable Cause

The PC states, "The loose fuel tank selector knob set screw, which prevented the fuel selector from moving to the fuel tank position." However, the correct wording should be, "The separated fuel tank selector knob roll pin, which prevented the fuel selector from moving to the fuel tank position."

If approved, the changes will be reflected in the docket and the revised report will be published.