



MEMORANDUM FOR RECORD

Dennis Diaz
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

Date: February 15, 2012
Subject: Summary of Email Correspondence with FAA Inspectors
NTSB Case Number: ERA12LA148

Narrative:

- FAA Inspector Mel Overton described his observations at the accident site in an email dated February 15, 2012. According to the email:
 - He arrived at the accident site about 1.5 hours after the accident occurred. The hazardous materials response team advised him that they had captured about 5 gallons of fuel that had leaked from the airplane prior to his arrival, and sealed the fuel vent to prevent further leakage. Inspector Overton examined the airframe and found the fuel selector set to the "both" position, which he then turned to "off." The scene had a strong odor of aviation gasoline, and there was concern among all of the first responders for fire.
 - While at the accident site, Inspector Overton also interviewed the pilot, William Ivey. When asked how much fuel he believed was contained within the wing fuel tanks, the pilot estimated between 12 and 14 gallons.
- FAA Inspector Gerald Martelli provided an interview summary in an email to Inspector Overton dated January 26, 2012. According to the email:
 - Inspector Martelli interviewed Russ Mann, an Airframe and Powerplant-rated mechanic from McCauley Aviation in Springfield, Tennessee. The mechanic stated that he disassembled the airplane's wings so that it could be recovered from the accident scene. He noted that both wings contained an "ample" amount of fuel. He also inspected the gascolator and found that it contained fuel and functioned normally. He was unable to inspect the carburetor and noted that the engine crankshaft was free to rotate and noted compression resistance during rotation.