

Scott Arnold

From: James.Konig [REDACTED]
Sent: Thursday, September 25, 2014 8:03 AM
To: Scott Arnold
Subject: N419B

On September 18, 2014, An airworthiness inspector and operation inspector from the Des Moines Flight Standards District office arrived at a farm near Marshalltown, Iowa for investigation of an off airport landing involving N419B, a 2001 Ohlgren Brent E RV-6A, serial number 21550.

The following damage and items were observed.

N419B, an RV6a, was inverted in a bean field. A recovery crew was on scene and turned the aircraft over so it was resting on the landing gear.

The operation inspector entered the aircraft and turned on the master switch and checked the fuel gauges for accuracy. The left fuel gage showed a needle width above empty and the right fuel gage indicated empty. The Tachometer read 791.1 and the flight time read 1.22.

Both Inspector's inspected the area for possible fuel leakage by examining the ground for dead or discolored plants and found no signs of fuel contamination. The integrity of the fuel tanks appeared intact and there was no evidence of fuel leaking from the aircraft, usually indicated by the blue dye in 100LL AV Gas.

The operation inspector removed the fuel cap from the left and right wings and there was no visible fuel in the tank. The airworthiness inspector removed the fuel sump drains under the right and left wings and no fuel was found. The engine cowling was removed for further inspection and examination and no deficiencies were found. The spark plugs were removed from the bottom of each cylinder and the propeller was pulled through each cylinders combustion cycle with no hang ups. The cylinders appeared to produce normal compression.

Approximately 1 gallon of fuel was added to the right tank of the aircraft. The operation inspector turned on the battery master switch, positioned the fuel selector to the right tank and turned the fuel boost pump on. The fuel pump made a loud knocking sound that began to quiet after running approximately 30 seconds. The operation inspector engaged the ignition and the engine started without incident. The operation inspector ran the aircraft at an idle power setting for approximately 30 seconds before shutdown. After shutdown the remaining was drained fuel that had been added to the right tank out of the aircraft.

Jim Konig
Aviation Safety Inspector
DSM FSDO
[REDACTED]