

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 12:00 LCL	DATE 08/03/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Post accident inspection of Cessna CE-182 N1685R at Watertown, WI (RYV)		ROUTING	
		SYMBOL	INITIALS
SUBJECT This inspection was to try and determine the condition and operability of			
the engine since the pilot had reported the engine quitting in flight.			
DIGEST The wreckage of N1685R was in four main pieces. The wings were removed and the empennage was broken off in the crash. Control continuity had been established at the crash site. The left wing bladder tank was intact but was empty. The wing was still attached at the accident site and was above and vertical to the main wreckage. It is possible that any fuel in this wing drained to the right wing which was at the low point of the wreckage. The right wing bladder was torn and contained approximately two gallons of fuel. One gallon was removed at the scene on the day of the accident and one today during this inspection. We disconnected the fuel input line to the gascolater and did not find any fuel coming from the lines which had been connected to the wing tanks. The fuel tank vents were clear. Additional observations showed that the starter bendix was engaged, the electric fuel pump switch was on, the oil level was at 6 quarts, the compression checks were between 68 and 78 on all cylinders, both sides of the mag produced spark on all cylinders and the ignition switch worked properly, ungrounding the mags when selected. An external fuel source was connected and the engine was started and ran normally. Also noted that the spark plug leads were in a deteriorated condition .			
CONCLUSION, ACTION TAKEN, OR REQUIRED We conclude that the engine was operable, the fuel may have been depleted but this is undeterminable. Peter Corrao, Aviation Safety Inspector - Milwaukee Flight Standards District Office GL-13			
DATE 08/04/2015	TITLE Aviation Safety Inspector	SIGNATURE	

