

Inspectors John Hughes and Mark Petrosky reviewed the logbook and inspected aircraft N2576E involved in an accident on 7/16/2016 at the Longmont, CO airport (KLMO).

Last flight for aircraft was approximately two months prior to accident flight.

Pilot had approximately 100 hours total time in aircraft.

Pilot serviced aircraft Saturday 16 Jul, 2016 with 10 gallons of AV gas on top of 3 gallons of existing fuel.

During take-off, pilot stated that engine RPM was approximately 2000 RPM which was 200 RPM below normal. He noticed his takeoff roll was significantly longer than normal

After takeoff, pilot reported that aircraft was losing altitude, but could not remember if engine was running when aircraft impacted ground.

Aircraft flipped upside down during impact. The Main fuel tank contents emptied during the post -crash while aircraft was inverted. Inspectors could not determine actual amount of fuel on aircraft at time of accident.

2 oz. of fuel remained in the gascolator. The fuel sample was clear and bright with no water or debris.

Pilot stated that the pre-take off checks was performed with both mags and carb heat operating properly. Engine power checked good prior to take-off.

Pilot said that carb heat was not turned on during departure and flight.

Pilot stated that ambient air temperature was approximately 75 degrees Fahrenheit.

Pilot could not recall what density altitude was at time of take-off.

No issues were seen with the carburetor or ignition system.

Physical appearance of the engine and aircraft components appeared normal with no abnormalities noted through visual inspection.