

From: Scott, Arnold
Sent: November 14, 2016 11:52 AM
To: Jordan Paskevich
Subject: Question

The airplane was powered by a Rotax 912ULS (serial number 44300002). FAA finally got to interview the pilot (report attached) who indicated: “. . . a vapor lock due to the time between the first start up and the second start and takeoff.” Does that sound plausible?

From: Jordan Paskevich
Sent: Tuesday, November 15, 2016 9:26 AM
To: Scott, Arnold
Subject: RE: Question

Arnold

Thank you for the information!

Yes, vapour lock is possible, especially if the owner did not install a fuel return line and operated old “Skunky” auto fuel.

The condition of the spark plugs indicates there would be corrosion within the internals of the engine and the electrode gaps would also affect the performance of the engine.

Best Regards
Jordan Paskevich
Rotech Flight Safety
Rotax Aircraft Engines

From: David R. Nelson
Sent: Tuesday, November 22, 2016 9:39 AM
To: Jordan Paskevich
Cc: Scott, Arnold; Allan Thilmany; Michael Crudden; Darryl J. Anderson
Subject: RE: Rotax 912ULS-N8681 Zenith CH-750

According to the pilot, he did not install a fuel return line, because he stated it was no in the specs.

David Nelson
Aviation Safety Inspector
Accident Investigation

From: Allan Thilmany
Sent: Tuesday, November 22, 2016 10:26 AM
To: Scott, Arnold
Subject: FW: Rotax 912ULS-N8681 Zenith CH-750

Arnold,

On November 22, I asked Mr. Voegle if he had a fuel vapor return line and he said he did not because he did not believe there was a capability for one. I then asked him about the fuel he put into the aircraft. He stated he knows it was fresh fuel. He always (except maybe one time) put in 92 octane from the gas station. He put 5 gallons in the left tank that morning. The one time he put in fuel from his home tank but did not like to use it since it was a lower octane. I then asked him about the spark plugs and he stated he believes they are to be changed at 100 hours and he felt he did it on schedule and they were getting due again.

Allan P. Thilmany
FAA Aviation Safety Inspector
Accident Investigation