

N7524V CEN17LA117
MIKE C JUDE SIDEWINDER
03/28/2017
ON SCENE INVESTIGATION SYNOPSIS

On 03/28/2017, I assisted FAA IIC Allan Thilmany with the follow up on scene investigation of the accident involving N7524V, an experimental amateur built Mike C Jude Sidewinder with s/n 212624. According to the FAA records, the engine is noted as a Chevrolet LS-1 346 5.7L with s/n 215606. Propeller was noted as an Ivo Magnum 3 bladed propeller with no s/n noted. Actual identification information on the engine and propeller were not noted. The aircraft appeared to have substantial damage to both wings, landing gear, fuselage and propeller. The information on the aircraft data tag located on the left side of the fuselage under the horizontal stabilizer matched the information in the FAA records. A current registration and airworthiness certificate were located in the aircraft. The operating limitations that are part of the airworthiness certificate were provided by the aircraft registered owner when requested on scene. The aircraft hourmeter reading was 277.6, which according to the aircraft registered owner is the aircraft total time. The aircraft was tied down and covered on the ramp at the Paynesville, MN airport. The aircraft owner/operator was unable to locate any maintenance records for the aircraft. Fuel had been drained from the aircraft, so no fuel sample was available. Check of control surface continuity found no anomalies. All spark plugs were removed and appeared to be in good condition with no evidence of issues. The oil level in the engine was checked and found to be full according to the dipstick. The oil on the dipstick appeared to be a bit dirty, but did not appear to have any contaminants that would not be expected such as anti-freeze from the cooling system. The air cleaner appeared to have minimal contaminants on it. The coolant reservoir in the engine compartment had a small amount of liquid in it that was just below the stand-pipe. There did not appear to be any liquid in the radiator located aft of the passenger compartment. The radiator had an electric cooling fan that appeared to turn freely when turned by hand. The power to the aircraft was not turned on to check the cooling fan due to the condition of the aircraft. All of the accessible portions of the coolant hoses appeared to be in good condition with no obvious abrasions or leaks. There was no evidence of coolant residue found that would indicate the area of a leak.

David Nelson
Aviation Safety Inspector