



Memo for Record

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Central Region

Person Contacted: Spencer Cull, FAA FSDO; Jordan Paskevich Rotech Flight Safety Rotax Engines

NTSB Accident Number: CEN17LA180

During notification and subsequent conversation of the airplane accident, the FAA inspector made the following points:

- Pilot was airborne and returned to private airstrip. During a climb the engine ran rough, and then lost power.
 - Tried to make the hay field but had to miss trees
 - No post-crash fire, but the pilot had back injuries
- Heavy damage to the fuselage/cabin area
- On scene right wing fuel tank appeared empty, left had fuel, and the header tank only had residual fuel, but appeared to have been breached.
 - A fuel pump circuit breaker was open
 - Fuel selector was in the off position
- Airplane will be moved to the pilot's hangar

After the engine exam the Rotax technician reported the following:

- Overall appearance (maintenance wise) of the engine condition was poor
- 3-bladed propeller absent rotational signatures.
- Sparkplugs appeared normal
- Carburetor bowls were absent fuel, min fuel in gascolator, and fuel pump
 - Clear
- Thumb compression and continuity check – okay
- Engine ran without any abnormalities
 - Removed fuel, engine ran rough then stopped
 - Carb bowls, pump, and gascolator were absent fuel; similar to start of exam