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To: Seabolt, James T (FAA)
Cc: [REDACTED]
Subject: Incident report for N555WM
Date: Tuesday, January 09, 2018 11:36:08 AM

In December of 2017 Warren West and myself had just finished reassembly of N555WM and performed a runup of engine from western skyways. Performed runup to check idle, static and prop operations. All checked out good. Checked for any leakage of oil or fuel around engine and firewall fuel lines and oil lines, also checked accessory case, split line and sump areas for leakage or seeps. No signs of oil or fuel noted. Since wings were removed for transport to current location and reassembled I asked Warren to help re-cowl engine and do a high speed down runway and if it felt ok then go around the pattern to check wash-in/wash-out of wings for level flight. In case adjustments were needed. Pilot taxied to runup area at airport performed runup. All checked ok to pilot so he back taxied and did a high speed pilot said it felt good for power and control. He back taxied and did a take off turning right hand pattern said aircraft was flying flat and level. He performed an overshoot on base and did a touch and go, maintained 4-6 foot off runway under power then started climb out as he added power as he reached about 500 feet altitude I heard a bang about as loud as a .22 cal. handgun. The engine cut power after about a second and Warren started to descend behind some trees. I jumped in the truck and headed in the general direction of last seeing him. Shortly he called me and I found him in a field behind a storage facility. We pulled the upper cowlings and looked for something major but found nothing. So to trouble shoot what happened I asked him to restart and when he hit the electric primer pump fuel shot from fuel metering T fitting. He shut off pump and that's when I found a missing bolt. I found the bolt between the number 3 and 5 cylinders on the lower inter-cylinder baffle. The owner of the storage facilities and the crew he had there witnessed the landing, he also loaned me a set of mechanical fingers and a wrench to retrieve the bolt and reinstall it on the T fitting. Damage to wing prevented take off from field due to metal fence post. Called police to come and close the highway so pilot could taxi back to airport.

Robert Cross
A&P [REDACTED] IA

If you have any questions please call [REDACTED]

Sent from my Verizon, Samsung Galaxy smartphone