



EXAMINATION INFORMATION

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NTSB Accident Number: CEN18LA302

Examination of the airplane revealed the following information:

- The fuel selector was in the right tank position and the throttle, mixture and propeller controls were all pushed full forward, with normal continuity.
- The engine had normal continuity during manual rotation and no anomalies were noted during borescope inspection of the cylinders.
- The engine driven fuel pump rotated freely, with no fuel present in the pump cavity.
- The pump drive and impeller blades were intact and exhibited normal wear patterns.
- The fuel screen was absent contamination.
- Both fuel tank cap seals were in good condition.
- The electric boost pump was checked at low- and high-pressure settings, with and without fuel. No anomalies were noted.
- The left tank fuel vent one-way check valve was clear and installed correctly. Air pressure was blown through the fuel vent line, with no restrictions.
- Although only one gallon of fuel was drained from the left tank, fuel was observed leaking out of the left-wing fuel vent at the accident site prior to recovery.
- The left-wing fuel bladder attachments were in place and the flapper valve operated normally, with no blockages to the fuel return or vent openings.
- The bladder was removed from the wing and found to be in normal condition, with a small amount of debris inside. The bladder was filled with 38 gallons of water and did not leak.
- The fuel selector left detent was worn. During testing, when the fuel selector handle was manipulated within the worn detent area, fuel flow became turbulent. Fuel flow reduced to a trickle when the handle was moved beyond the center of the detent. At a test pressure of 3.1 psi, fuel flow in the left and right detent positions was 76 and 94 lbs. per hour, respectively. Without manual manipulation of the fuel selector, the valve would not move out of the detent position.