



RECORD OF CORRESPONDENCE

Mitchell Gallo
Aviation Accident Investigator
Central Region

**Person Contacted: Beau Klingbeil, Principal Maintenance Inspector, Greater Chicago
Flight Standards District Office**

Date: March 22, 2022

NTSB Accident Number: CEN22LA135

Beau Kingbleil stated that the pilot stated that he did not have any recent maintenance issues with the airplane. The pilot said all he has had to do since his purchase of the airplane was add oil. He had purchased the airplane in August of 2021 and flew it about 38 hours since its purchase. The pilot said he performs the maintenance on the airplane, and he was still trying to find someone local to perform maintenance. The pilot said the annual was performed just prior to purchase. The pilot stated that he selected the left main fuel tank for takeoff.

Postaccident examination of the airplane revealed the plastic fuel selector housing was found to be broken and moved aft about 1-2 inches, making the fuel selector stop ineffective. The fuel selector was in the off position. The fuel selector was moved from off to left tip, to left main, to right main, to right tip, and back to off; all the indents felt effective.

The left tip tank contained about 23 ounces of fuel. The fuel that was drained from the left tip tank was dumped back into the left tip tank. A fuel sample taken from the left main tank was sumped into a mason jar, which was also clear and bright.

The left main fuel tank level was about 4 inches, the right tip tank contained no useable fuel, and the right main fuel tank contained about 1 inch of fuel. The airplane battery switch was turned on, and the fuel gauge indications were: left tip tank – 0 gallons, the left main tank – 5 gallons, the right tip tank – 0 gallons, the right main tank – 0 gallons. The airplane was in a level attitude when fuel measurements were taken. An Electronics International Fuel Flow gauge indicated 48.2 gallons.

The fuel selector was placed in the left tip position and the fuel pump was turned on; fuel sputtered out of the fuel line. The fuel selector was placed in the left main position and a constant

flow of fuel came out. The fuel selector was placed in the right main position and a constant flow of fuel came out.

The fuel screen in the belly of the aircraft was removed and observed to not have any debris or blockages. The carburetor was disassembled, and the carburetor bowl contained about 0.4 inch of fuel. There was no fuel in the fuel line leading to the carburetor.

The lower spark plugs were removed from the left and right side of the engine and no defects were observed.

The right landing gear and tire was under the left horizontal stabilizer. The left upper wing skin was punctured above the position of the left landing gear strut. Both blades of the propeller were bent aft at the tips. The nose landing gear housing structure was forced up into the engine bottom right aft engine mount, which was bent. There was an air duct that was wrapped around this engine mount.

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