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Aviation Safety - Central Region

Subject: CEN23LA087

Contact: FAA Inspector William Hardy, Baton Rouge FSDO

FAA Inspector William Hardy travelled to KDTN and examined the accident airplane. He made the following observations:

- The airframe's tail boom was bent down approximately 20°.
- The right main landing gear was bent 90°.
- The nose landing gear collapsed and broke away from the airframe upon impact.
- The left main landing gear was undamaged and the tire/brake/wheel assembly were good.
- The rudder and elevators were undamaged and continuity of flight controls were good.
- The wings and ailerons were undamaged and continuity of flight controls were good.
- The engine rotated freely by hand and had compression on all 4 cylinders.
- The engine spark plugs were removed, inspected, and found in like "new" condition.
- The magneto check was good; both upper and lower plugs fired properly during ops check.

Note: Engine cranked by battery power multiple times during electrical ops check.

- The propeller was undamaged and in like "new" condition.

- The wing fuel tanks were full, with approximately 12 gallons; wing tank capacity is 14 gallons.

Note: Aircraft was topped off with MOGAS, 91 Octane prior to the flight.

- Fuel samples taken at the wing tank sump and both carburetor bowls were clear and bright.
- Fuel filters were installed correctly and showed no evidence of contamination.
- Fuel pressure (gear driven & electric pump) operational check was good.
- Both carburetor floats checked good and throttle rigging checked good at all positions.

Note: There are two floats per carburetor.

- Oil tank level full and verified by dipstick.
- Oil pressure check operational check was good.

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