



MEMORANDUM FOR RECORD

NTSB Accident Number: ERA14LA362, N8826C, Venice Beach, Florida

The FAA inspector, Mr. William J. Stokes, provided additional information during a telephone conversation several days after the accident (date not noted in notes taken.) Among the items discussed:

Left wing leading edge was crushed and there was wrinkling behind the wing spar.

Fuel tanks indicated 1-2 inches below each tab at the accident site.

Hobbs time after takeoff indicated about 22 minutes of flight. (0.37 time)

Pilot turned off the fuel and master before getting out of the airplane.

Pilot indicated that it was the first time the airplane had flown in the preceding 3 ½ months.

Pilot reported the left fuel tank was ¾ full and the right fuel tank was ½ full during the preflight inspection, and,

The engine started "right away;" however, when the pilot performed a magneto check, one of the magnetos had a 300-rpm drop. A second magneto check had the left magneto running roughly, but during a third magneto check, both magnetos were smooth and within limits.

The carburetor heat check resulted in a smaller than usual drop of engine rpm.

The takeoff was "normal" and the airplane climbed to about 1,000 feet, then turned south toward Inglewood. It subsequently turned north toward Venice, still at 1,000 feet, with the pilot listening on the local airport traffic frequency to enter the landing pattern.

Approaching Venice, the engine began to run roughly, and the pilot checked different positions of the ignition switch and changed fuel tanks, but the engine lost power and propeller began windmilling.

Total flight time was 10 to 15 minutes.

The pilot also stated that he was concerned that if he landed in deeper water, the fixed-gear airplane might flip over.

Paul R. Cox
Senior Air Safety Investigator