



Memorandum For Record

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Date: September 9, 2015
Persons Contacted: Mark Fisher (FAA) and Keith Huntington (Quality Aircraft Salvage)
NTSB Accident Number: ERA15CA327

As part of this investigation, Inspector Mark Fisher and Mr. Keith Huntington provided the following information regarding N8952B that was garnered during the recovery of the wreckage and post-accident testing:

During the recovery the configuration of the controls was:

- Master switch: Off
- Magnetos: Off (keys out)
- Throttle: idle
- Mixture: rich
- Carburetor heat: cold
- Fuel selector: Off
- Flaps: 40 degrees (Full down)

The left wing fuel tank contained: 5 gallons of fuel (Clean, clear, and no signs of water).

The right wing fuel tank contained: 7 gallons of fuel (Clean, clear, and no signs of water)

The wing tanks were drained and the wings were removed for transport, however the fuel lines from the wing roots to the fuel strainer and carburetor were not disturbed and remained intact. Fuel was not drained from these locations

The damage to the aircraft was as follows:

- Left wingtip and sub spar.
- Substantial deformation at the left wing rear spar.
- Nose gear broken loose from the airframe.
- Firewall damaged due to the upper nose gear fitting being ripped loose.

- Bottom engine cowling crushed/deformed.
- Top/left edge of windshield broken.

The following information was provided about the engine run:

After recovery, the engine cowlings were removed, all hoses, lines, and controls were checked and all were good. All sand from the beach was washed away from the airbox to preclude ingestion into the engine.

The following steps were then taken:

- The fuel selector was placed in the "BOTH" position.
- Master switch was selected to "ON."
- Magnetos were selected to "BOTH."
- Carburetor heat was verified to be in the "OFF" position.
- The throttle was pumped a couple times.
- The starter cable was then pulled.

The engine started almost immediately on the fuel that was in the fuel strainer, carburetor, and associated lines. It then was run for a little while, but was running a little rough as there was no head pressure as the wing tanks were not connected. A small fuel tank with fuel from the airplane in it was then connected so it would gravity feed similar to how the system was fed from a wing tank. The engine started up immediately, and ran normally. The engine was then run at takeoff power. The magnetos were then checked and no anomalies were noted, and the engine was then shut down normally using the mixture control.