

Aircraft Tach Time 1306.28 / Total Time 3201.73 hrs.

Reviewed aircraft Registration number N38365. Propeller has one blade severely bent while the other blade is straight with a few scuff marks. Both blade tips are straight (not bent forward, or backwards). Prop spinner was smashed flat onto the prop. The bulkhead fuel tank was ruptured, Fuel was located in the fuel sump and the fuel sump screen was inspected and found to be clean. The fuel line was removed from the carburetor and no fuel was found when removing the fuel line. The fuel in-line screen was removed and found to be clean. Carburetor was disassembled and residual fuel (small amount) was found in the fuel bowl. There was no evidence of water in the fuel. The spark plugs were removed and inspected. #2 and #4 bottom sparkplugs were wet. The other 6 spark plugs were clean. Removed both magnetos due to the prop stuck on the crankshaft. Found both magnetos have spark. The engine case was broken at the top left engine mount. The engine mount was bent on impact.

Review of the aircraft, all control cables have continuity. Found wings removed and tail removed due to transporting the aircraft from the crash site (on a driveway). All control cables have continuity. Found left wing forward and aft spar broken. The spars did not show any signs of wear, age or rot to the wooden spar. Damage was created at the point of impact. Wing spars appear to have broken at the strut attach point. Right Main Landing gear was torn off. The fuselage sustained serious damage.

Review of the accident site indicates the aircraft struck the tree tops at the residence and continued to strike the trees the length of the driveway. Approximately 250' where the aircraft came to a rest nose down on the concrete driveway.

Inspector Statement:

Gary L. Ankney

Aviation Safety Inspector