



MEMORANDUM FOR RECORD

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Subject: N9673W – Gascolator

During an examination, the following was noted:

- The fuel gascolator was removed per my request to an Anglin's Aircraft and Recovery Technician. Requested that care be used in the removal and to ensure that several sections of lines going to and from the unit be salvaged and kept connected to the unit in one piece if possible.
- The technician informed me that the unit appeared to be intact, but there was a substantial amount of debris and fuselage buckled around the unit.
- The Removal took approximately 30 minutes and the unit was handed to me for inspection.
- Photographed the unit prior to disassembly.
- Blew air into the unit and tested each of the inputs/outputs. Air flowed and exited freely in the three (3) distinct connections- Input, output and drain
- The gascolator looked to be in average condition. It appeared dirty on the outside with some minor surface rust or corrosion that wiped off with my fingers.
- Removed top copper wire and nut using normal torque.
- The aluminum line coming from the fuel tank (Intake) was clean and no damage or fuel staining was noted. The intake fuel line connection nut was discovered with surface rust. The threads were clean, and the line was able to be removed from the case metal cover/housing using normal torque with a wrench.
- The intake line was clear of any debris and was not obstructed.
- The output (engine) line was covered by black fabric mesh that was cut off. No damage or fuel staining was noted. The output fuel line connection was discovered with surface rust. The threads were clean, and the line was able to be removed from the housing using normal torque with a wrench.
- The output line was not made of aluminum. It was made of copper.

- The output line was clear of any debris and was not obstructed. The threads were clean and the line was able to be removed from the case metal cover/housing using normal torque with a wrench.
- The fuel bowl was not damaged and did not contain any fuel or fluid staining.
- The clamp was removed and functioned normally.
- The nut on the bottom of the drain had safety wire installed, but the wire was slack and loose but was connected to the nut and connector, albeit loosely with three (3) twists.
- The blue fuel push drain on the bottom of the bowl functioned normally with compression and the spring pushed the unit back to its normal (non-drain) position.
- The fuel bowl was removed using normal torque/pressure.
- The fuel bowl was clean and dry on the inside. There was no (0) residual fuel.
- The fuel bowl contained a few small pieces of debris/dirt.
- The fuel screen was removed, and the screen was in good condition and 99% free of debris or obstructions. There were a few very small pieces of dirt trapped in the screen.
- The metal cover was in good condition and all connections/threads were in good condition and free of obstructions