



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

Subject: ERA18LA242 – N4059C Accident - Indiana, PA
Who: FAA Inspector – Dean Glasser

In a telephone conversation with Inspector Glasser on September 4, 2018, he stated the following:

- The Pilot/owner has compression fracture in his back.
- He sumped the fuel tanks.
- He was not able to move the propeller through 360° of motion because it's so close to the ground.
- It seems like engine would start.
- The gear was pancaked out. The airplane was sitting on its tailwheel.
- The engine is recently overhauled.
- When he sumped the fuel tanks, there was debris in the fuel. There was a lot of debris, then got to the gascolator, but there was still debris. The debris was some orange sealant and some dirt. It seemed like a lot of debris coming out of the tanks.
- The crankcase does not have a hole in it.
- The owner has had the airplane for 2.5 years.
- The FAA has the pilot's logbook.
- The airplane hasn't flown much, in the last 2.5 years; it's flown about 20 hours.
- You can hear the magnetos clicking when it turns.
- All 6 cylinders are new.

In a telephone conversation with Inspector Glasser on September 7, 2018, he stated the following:

- The magnetos sparked on all towers.
- There was debris in the gascolator.

- There was debris in the fuel in the wings, too. It was the same debris.
- The debris was dirt and orange stuff.
- The engine mount was broken in 3 places.

In an email from Inspector Glasser on November 19, 2018, he stated the following:

The disassembly of the carburetor revealed an air filter element lodged in the throat of the carb venturi.

My assumption is that the filter element had been placed there during the time that the aircraft was inoperative.

After purchase, the owner had the aircraft flown for him (he accompanied) on Nov 16 2015 from KLBT Lumberton NC, to KFXV Farmville VA, then to KIDI Indiana, PA. Flight time was 1.5 and 2.9 respectfully. Over the next ten months, the owner flew the aircraft receiving instruction for a total of 14.9 hrs, the last flight on Aug 19 2016. Over the next 24 months, the aircraft wings recovered, and the engine had all six cylinders removed, overhauled and installed, and the annual inspection. It is during this time that the engine intake manifold and carburetor would have been removed to facilitate the cylinder removal, and is likely when the filter element was put into the carb to protect from debris. On Aug 20 2018, the aircraft flew 0.8 hrs, and Sept 2 2018 was the accident date.

In a telephone conversation on April 8, 2020, Inspector Glasser stated the following:

- In addition, there was debris in the fuel in the carburetor bowl and in the carburetor fuel inlet screen.