



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region
Denver, Colorado

Investigator's Statement

ERA19LA027

Beegles Aircraft – Greeley, Colorado

November 14, 2018

Examination Observers:

Jennifer Rodi – NTSB – Denver, Colorado

Michael Seibert – FAA – Denver, Colorado

LeRoy Sutton – FAA – Denver, Colorado

During the examination the following observations were made:

The fuel selector valve was free when activated by hand; each detent was defined.

Both wings were separated from the fuselage for purposes of recovering the airplane from the accident scene. The fuel lines from the wing root outboard to the fuel tank were free from contamination on both wings. The fuel lines from the fuselage forward to the fuel gascolator contained fuel and were free of obstructions.

The fuel gascolator dry. The screen at gascolator was dry and free of visible contaminants. Power was applied to the electric fuel pump and the pump functioned as designed. About 2 ounces of fuel was recovered from the lines at the fuel pump. The fuel was free of visual contamination and was negative when tested with water-finding paste.

A fuel line attached to the fuel pump was primed with fuel and the engine was rotated through at the propeller. The fuel pump pushed fuel through the engine as designed.

The engine exhaust system was impact damaged but was otherwise unremarkable.

The carburetor heat cable, the engine throttle cable, and the fuel mixture cable remained connected and functioned correct. Impact damage at the carburetor precluded full range of

movement and complete functional testing of the cables. Carburetor accelerator pump functioned when actuated by hand. The carburetor was impact damaged but was otherwise unremarkable.

The upper bank of spark plugs and valve covers were removed, and the engine was rotated through at the propeller. Valve movement was noted on all cylinders. Tactile air movement/thumb compression was detected on all cylinders. Spark was noted on both the upper and lower p-leads.

The upper bank of spark plugs exhibited signatures consistent with a lean mixture and worn out when compared to a Champion Spark Plug Check-a-Plug chart. The lower bank of spark plugs exhibited signatures consistent with lean mixture and normal to worn out when compared to a Champion Spark Plug Check-a-Plug chart. The lower spark plugs on the #2 and #4 cylinders were carbon fouled.