

Inspector Statement.

Accompanied Inspector Dan Ballou on December 23, 2019 to investigate the accident of N4726S. Mr. Ballou had visited the scene the day prior, and I went the day after to do further investigation. Upon arrival of the accident scene I inspected the wreckage and noticed the aircraft was split in half. The engine appeared to be in good condition with the exception of a cylinder broken off and the lower carburetor broken off. The propeller was half in the ground with one blade showing no signs of rotation damage. The fuel selector appeared to be on the Right tank selection. The right wing main tank was punctured, there was no evidence of fuel below the puncture point (approx. 30"). Several fuel lines were removed to check for fuel. There was no fuel evidence from the firewall to the engine fuel pump, and there was no fuel evidence from the engine fuel pump to the carburetor. Several spark plugs were removed, and no abnormalities were found. Engine appeared to be in fairly new or overhauled condition. Accessories were all intact and showed no signs of damage magnetos, alternator, fuel pump, prop governor, etc. Oil filter was removed to inspect later. Inspector Ballou and I gathered some of the pilot's personal belongings (raft, iPad, back pack, iPhone, radios, headsets, etc.) per request from pilot thru the Mass state police.

Stopped at a local FBO and inspected the Oil filter by cutting it open. No metal or particles were found showing no abnormalities to the internal engine operation.

Spoke with the pilot, Mr. Kurt Bohlsen on the phone. During the conversation I asked Mr. Bohlsen about his preflight inspection, and if the plane was fueled to "tabs" or full, he said, "What are tabs? The plane is always fueled by the last person that flew it, and that the gages are not very accurate". He also said to me that they have been having problems that the engine and carburetor icing. I asked Mr. Bohlsen if he turned on the carb heat when the engine starting running rough, he said "I didn't".

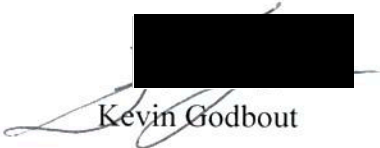

Kevin Godbout

Aviation Safety Inspector – Airworthiness

Inspector Statement.

Accompanied Inspector Dan Ballou on February 7, 2020 to investigate the accident of N4726S and inspect the aircraft and engine. Did an overview of the entire engine for anything that was out of the ordinary. It appeared to have been recently overhauled, and installed in the aircraft in a very professional manor. All mounting hardware, clamps, brackets etc. appeared to be to an acceptable installation. The engine appeared to be in good condition with the exception that the top of cylinder #1 broken off. Both push rods were also broken off from impact. The lower carburetor was also broken off. We started by removing all lower plugs and inspecting them. They all appeared to be in good condition and appeared fairly new, with the exception of #3 which we had removed at the crash site, and has some corrosion from not being reinstalled at the site. Removed all valve covers and rotated the propeller to check that all valves opened, and closed without any issues. All worked fine with the exception of #1 which had the damage (pushrods broken. We checked that the lobes on the camshaft was ok by inserting a tool in the pushrod hole to verify that it was also ok, it was. Checked for spark with the Magneto with the impulse coupler, tested fine. Removed both magnetos and inspected. Both appeared to be fairly new, internal parts gears, wires, coil, points, were all in excellent condition with no wear, or defects. Mechanical Fuel pump was removed and tested with no issues. Carburetor was removed and inspected. Carburetor fuel (last chance) filter was removed and inspected and no debris were found. Both mixture and throttle linkages had full motion despite damage from impact. Engine intake was inspected with no blockage, and no other defects noted. Engine exhaust was inspected with no signs of blockage. Prop Governor had full range of motion with no defects noted. Oil was present in oil cooler and in accessory case, no defects noted. Alternator remained intact with no issues noted.

Synopsis. The aircraft engine shows no sign of mechanical damage, and no signs of mechanical issues. The only engine problems were from the impact with trees, or the ground. There was no evidence found to show mechanical problems with the engine.



Kevin Godbout

Aviation Safety Inspector – Airworthiness