



U.S. Department
of Transportation

**Federal Aviation
Administration**

Nashville Flight Standards District Office
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THE AIRCRAFT WAS EXAMINED AT THE CRASH SITE NOTING THAT THE FUEL TANK WAS HALF FULL AND THE FUEL LINES CONTAINED FUEL. AT THE HANGER THE FUEL WAS ONCE AGAIN CONFIRMED TO HAVE HALF A TANK OF FUEL AND THE FUEL LINES STILL CONTAINED FUEL. SPARK PLUGS WERE REMOVED AND INSPECTED FOR FOWLING AND PROPER GAP. THE PLUGS WERE REINSTALLED THE FUEL TANK WAS INSPECTED VISUALLY FOR WATER CONTAMINATION. REMOVED AND INSPECTED AIR FILTERS NO OBSTRUCTION NOTED REINSTALLED

THE ENGINE WAS INSPECTED FOR SAFE OPERATION AND WAS ABLE TO RUN. THE ENGINE RUN WAS PERFORMED AND RAN SMOOTH AFTER WARMING UP. THE ENGINE WAS ABLE TO MAKE FULL POWER WITH SMOOTH OPERATION THROUGHOUT FULL POWER RANGE. THE LEFT AND RIGHT MAGNETO CHECKES WERE COMPLETED WITH MINIMAL DROP ON EACH MAGITO. THE FUEL TANK WAS REMOVEDFROM THE AIRCRAFT, THE FUEL WAS DRAINED OUT OF THE TANK INTO CLEAN WHITE CONTAINERS AND CHECKED FOR WATER CONTAMINATION, NO WATER CONTAMINATION WAS FOUND. THE CARBURETOR FUEL BOWLS WERE REMOVED AND NO CONTAMINATION WAS FOUND.

THE SUBJECT AIRCRAFT WAS FLOWN ON A DAY OUTSIDE AIR TEMPATURE (OAT) WAS IN THE MID 70S CLOUDS AND HIGH HUMIDITE. THE AIRCRAFT IS A LIGHT SPORT STYLE WITH A ROTAC 503 ENGINE THIS ENGINE DOES NOT HAVE A CARBURETOR HEAT SYSTEM INSTALLED.