



AIRFRAME AND ENGINE EXAMINATION REPORT

NTSB ACCIDENT NUMBER: ERA22LA266

AIRCRAFT REGISTRATION: N9577L

OPERATOR: Individual

ACCIDENT LOCATION: Sarasota, FL

Investigative Team:

NTSB Investigator-in-Charge (IIC): Ralph Hicks, Sr. Air Safety Investigator
Daniel Boggs, Air Safety Investigator

AIRFRAME EXAMINATION

The initial examination revealed that the aircraft wings were removed and laying on the ground beside the fuselage, both wings had impact damage from possible fence post. The flaps and ailerons remained attached to the wings and were not damaged.



The tail section was wrinkled, and the elevator was partially fractured off. The nose gear was bent backwards, and one propeller blade was bent aft.



There was barbed wire wrapped around the propeller flange.



The instrument panel was missing several instruments and radios.





The battery and avionics switch was turned on. When the electric fuel pump was turned on, it did not operate. Troubleshooting of the fuel pump revealed that the 5 amp fuse was blown. The fuse was replaced and the fuel pump worked normally.



Fuel was drained from the carburetor, about two tablespoons of liquid came out of the drain plug. One tablespoon looked like auto fuel, and one tablespoon was water.



Fuel was drained from the right wing fuel tank. It appeared to be mostly water in the fuel tank. When Kolor Kut water paste was used to test for water, the entire jar turned red indicating all water. The left wing fuel tank was empty and dry.



ENGINE EXAMINATION

The engine remained attached to the accident aircraft airframe through its respective engine mounts. The spark plugs were rusty and appeared to be old. The engine was rotated by the starter and by rotating the propeller by hand. It rotated smoothly and had compression in each cylinder.