



Akron, Ohio 44306

Tel. [REDACTED]

www.northcoastaircare.com

INSPECTION SUMMARY OF N12115 ON JULY 7 2022

Visual documentation:

- Inspected engine note #1 cylinder to be cracked at the forward edge.
- Vacuum pump, right magneto, carburetor, exhaust were still attached to the engine. Crank flange broke off at the engine case. Left magneto was broken off the accessory housing.
- Throttle in full power and mixture was in full rich.
- Primer in and locked.
- Engine oil level could not be verified. Oil filler tube is broken off engine and engine is pointing up and down.
- All engine hoses were still attached.
- There was no fuel or fuel smell noted at the crash sight.

Internal Continuity:

- Borescoped all cylinders; no defects noted.
- Due to crank flange being broken off the following could not be performed; engine could not be rotated, piston movement could not be verified, rocker arm movement could not be verified, compression could not be verified and timing could not be verified.
- Left and right magnetos were removed and spark was verified on both magnetos. Due to the magneto caps not being accessible the leads were cut from both caps.
- Several ignition leads were noted to be damaged or torn.
- Oil filter was removed. Filter was cut open and inspected; no debris noted.

Induction/exhaust system:

- Noted air filter to be clean and installed.
- No induction leaks or damage was noted on the induction tubes.
- No exhaust leaks were noted. Exhaust is impact damage and the riser on cylinders #1 and 3 were damaged at the mounting pads on those cylinders.

Ignition/magnetos:

- No damage was noted to the magneto gears.
- Verified spark on the left and right magnetos.
- Removed bottom spark plugs and visually inspected; no defects noted. Upper spark plugs spark plugs were not removed. Spark plugs are not accessible.
- Several ignition leads are damaged or torn.

Carbureted engines:

- Verified fuel lines were connected.
- Noted fuel line from fuel bowl to carburetor to be damaged and fitting at the fuel bowl to be broken.
- Removed carburetor. Verified operation of mixture and throttle arms from stop to stop.
- Disassembled carburetor. No defects were noted. There was no fuel in the fuel bowl.
- No hydraulic deformation to the carburetor floats was noted.
- Removed carburetor inlet screen and firewall fuel filters. No debris noted. Trace amount fuel noted in fire filter.
- Primer system could not be checked for operation.

Aircraft exterior:

- The following was performed per the request of Jose Borges and under the supervision of Jose Borge; cut floor to remove fuel selector. Removed fuel selector and inspected; no indications of a leak noted. Inspected area around where fuel selector is mounted; no indications of a leak noted. Removed left and right wing fuel tanks. No indications of a leak noted on left wing tank or bay, old fuel stains noted on right fuel tank and bay. No fuel stains noted on fire wall, belly or left and right wing bottoms. Removed outlet screen from left fuel; tank no debris noted. Reinstalled screen and capped. Filled left fuel tank with water for leak check; no leaks noted. Drained tank. Cleaned shop and placed aircraft parts back.
- Fuel selector position could not be verified due to impact damage.
- Left and right fuel tanks are placarded for capacity. Placarded "21 US gallons total" for each tank. Fuel selector placarded 19 gallon left level flight only, 19 gallon right level flight only and 38 gallons both all flight conditions.