

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Zephyrhills (KZPH) Glider Tow Accident - FAA Contact
Date: Wednesday, January 31, 2024 2:55:24 PM

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Hello Brian –

We went to the Tampa Soaring Society facility at (KZPH) yesterday 1/30/2024 and completed the following checks with the assistance of N243CG A&P mechanic.

1. Sumped fuel tank: No contamination noted.
2. Sumped airframe filter: No contamination noted.
3. Removed carburetor bowl plug: No contamination noted.
4. Verified operation of linkages (Throttle/Mix/Carb Heat).
5. Reinstalled and ran engine at idle & full power. Check good.
6. Mag check during run: Check good
7. Sampled gas from fuel bouser used to fuel aircraft onsite. No contamination noted
8. Checked the operation of the recovered Schweizer tow hook on the bench. Check good

Note 1: The cockpit carburetor heat selector was found in the cold position.

Note 2: We found a notebook in the cockpit used for tracking pilots on duty and servicing of gas and oil. The oil servicing seems to average around 1 qt every 4-5 hours meaning that engine may be starting to get a bit tired.

Note 3: The airframe mesh filter (metal micron mesh with integrated gasket) was found in unairworthy condition. It had several tears and made me think it was not checked during the last annual. I requested replacement prior to RTS.

Note 4: When the cowl was removed, we noticed oil all over the place. According to the A&P, one of the pilots forgot to put the cap back on the oil filler and made a mess. He mentioned that the engine did not loose that much oil. There is no mention of the event in the MX log.

Note 5: The carb air intake filter looked brand new.

In short, no smoking gun.

We requested the A&P to follow the engine maintenance manual and complete an annual inspection of the engine prior to return to service. I also requested oil testing (soap test) just in case. It may take around 2 weeks for us to get the log entry.

What are your thoughts? Should we ask for additional carburetor checks?