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**Date:** November 20, 2024

**Subject:** ERA24LA367 Fuel System Inspection

On November 20, 2024, the fuel system of N136TR was inspected for loose connections or obvious fuel leaks.

As first viewed, the fuselage and wings remained attached. The empennage and engine were separated from the airframe. The wing fuel tanks were found to be empty of fuel. The left wing was substantially damaged by impact forces. The fuel selector was observed set to the "left" position and both tanks were labeled as "18 GAL".

The cockpit was equipped with two fuel level gauges and a fuel pressure gauge, situated in front of the right seat.

The "Boost Pump" toggle switch in the cockpit was observed in the "off" position.

The engine was equipped with an engine driven, diaphragm fuel pump and a carburetor. The fuel line from the airframe to the inlet of the engine driven fuel pump was secured. The fuel line from the outlet of the engine driven fuel pump to the carburetor was tight at both connection ends and undamaged. The carburetor was mounted to the bottom of the engine oil sump by four nuts and locking washers. The found mounting nuts were finger tight, but no visible fuel staining or points of leakage were observed.

The carburetor was removed for further examination. The fuel inlet finger screen was undamaged and clean. The carburetor was opened, and no abnormalities were noted.