

To whom it may concern,

On March 29th, 2025, N38BS Brown's Seaplane PA-18-150 Super Cub suffered a near full engine power loss on climb out of F57 with subsequent hard landing. Many of the staff members witnessed the accident and launched our pontoon to assist in recovering the aircraft. One of staff members who was first on scene, after ensuring no one was hurt, checked to make sure the mags, mixture and fuel were off for safe transport of the aircraft to our ramp. Upon inspection of the fuel valve, he noticed that the valve was still on, but about a half inch to an inch out of the detent. He subsequently turned it off for transport. The aircraft was safely towed to base and stowed in the hanger and the FAA was called.

Before the FAA came, after learning the fuel valve might have possibly been in the detent, we took another super cub in our fleet that has an identical fuel system and did ground runs. We placed the fuel selector a half inch out of the detent at full power and within 30 seconds the aircraft nearly shut off and ran extremely rough until we restored the fuel selector to its detent.

When the FAA arrived myself and our other A/P's who built N38BS started the tear down. I systematically took apart the fuel system, sumped the carburetor, gascolator and left and right tanks for fuel contamination. None was found. We then inspected the fuel screen and last chance carburetor screen, with no contamination found. We then drained oil, inspected the oil and oil filter for contamination. None was found. We then completed a cold compression check with all compressions over 70 psi. We then pulled all the valve covers and inspected for proper movement of all valves as the crankshaft was turned. All movement was within limits.

The FAA then returned for a second time a week later. We stabilized the aircraft and installed an airworthy seaplane propeller. We refilled fluids and connected all of the lines and started the engine. The engine ran at all power ranges flawlessly and magneto checked good. We were satisfied with the engine's performance at this point in our investigation and started to remove the fuel valve from the detent and the engine after about 30 seconds of full power nearly completely shut off and ran extremely rough until the valve was restored to its detent. Staff members who witnessed the accident also remarked that that was exactly what the engine sounded like during the accident.

The fuel selector feeds the fuel gascolator and then feeds the carburetor bowl through 3/8th fuel lines which in total, I would estimate holds about a quart of fuel. When the fuel selector is out of the detent it severely limits the amount of fuel supplying these items and the gascolator and carburetor eventually ran dry, only allowing the engine to run off the extremely limited fuel from the selector.

The FAA finished their reports that day and departed. The aircraft will be rebuilt, Browns Seaplanes has the tools, manuals and knowledge to rebuild this Super Cub. We intend to have the aircraft back for our winter season at Browns Seaplanes. We have made changes to our operations to prevent another accident like this as I will detail in another report.

Very Respectfully,

Austin Dunbar A/P
Director of Maintenance
Browns Seaplane Base

Brown's
SEAPLANE