

McKenny Van

From: Curtis.Ray.Johnson [REDACTED]
Sent: Thursday, June 13, 2013 9:33 AM
To: McKenny Van
Subject: RE: N7701T

Van,

On scene inspection included the entire aircraft with particular attention given to:

Fuel tanks (over 3/4 full), good caps.
Cockpit controls (Throttle full in, Carb heat pulled tight by engine displacement, flap handle in 20 degree position, (apprx))
Throttle linkage, handle broken off, line had a slight kink, (do not believe that was a factor as the handle position was full in)
Carburetor linkage, fuel line and general assembly/safety wires (appeared to be in good condition)
Left hand Engine exhaust and associated air line to carb air box.. (appeared to be in serviceable condition with no noticeable tears, holes, or deformations) with exception of #2? cylinder valve cover had an oil leak that had discolored the left hand exhaust can, welds and tubes appeared good. (no factor)
Carburetor air box and intake filter. Linkage appeared intact and secured properly, filter was unobstructed and in fair condition, air box appeared normal.
Propeller appeared to be under power when impacted. (both tips scarred, one curled.)
Engine Oil level normal. Oil had water contamination (return line? (front right) case fitting broken and it had rained overnight)
Ignition wires - good condition
Magnetoes- appeared normal
flight controls - appeared normal
Registration / airworthiness / weight and balance - all fine.

Curtis Ray Johnson
Aviation Safety Inspector
SEA FSDO ANM-01

[REDACTED]

From: "McKenny Van" [REDACTED]
ANM-SEA-FSDO-01, Seattle, WA
To: Curtis Ray Johnson/ANM/FAA@FAA,
Date: 06/12/2013 04:12 PM
Subject: RE: N7701T

Curtis,

Can you send me an email summarizing your inspection of the airplane while it was on-scene.

I recall that you did verify the carb heat linkage. What else did you check?

Thanks,