



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

May, 2016

ENGINE EXAMINATION

WPR16LA096

This document contains 4 embedded photos.

A. ACCIDENT

Location: Clements, CA
Date: April 24, 2016
Aircraft: DG Flugzeugbau GmbH DG-800B, N800YG, Serial #: 8-133B62
NTSB IIC: Elliott Simpson

B. EXAMINATION PARTICIPANTS:

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C. SUMMARY

Examination of the recovered engine was conducted on May 5, 2016 at the facilities of Plain Parts, Sacramento, California. No evidence of preimpact mechanical malfunction was noted during the examination.

D. DETAILS OF THE INVESTIGATION

1.0 Engine Examination

The engine remained stowed within the fuselage. The fuel shutoff valve was in the closed position, and the ignition, master, and main power switches were in the off position, as set by the pilot after the accident.

The clear plastic fuel filter appeared to be about 1/2 full with fuel, and no fuel was present on the engine side of the clear plastic fuel line (Photo 3). A dipstick was inserted into the fuel filler neck, and fuel was present. According to the fuel indicator/engine monitor, the tank contained 6 liters of fuel (22 liters maximum, 0.5 liters unusable).

The engine and propeller assembly was then extended in accordance with the flight manual instructions (Photo 1, 2) and an engine start was attempted. The engine rotated, but would not start after two attempts. The fuel line to the carburetor was then removed and the fuel pump engaged; fuel flowed from the line, which was then reattached.

A third engine start was then attempted and the engine started immediately. A fourth start was then attempted, with the engine again starting immediately and ran smoothly at various speeds. Examination of the fuel filter revealed that it was now full of fuel (Photo 4).

1.1 Engine Examination Photos



Photo 1 - Propeller Assembly Extended



Photo 2 - Engine Extended

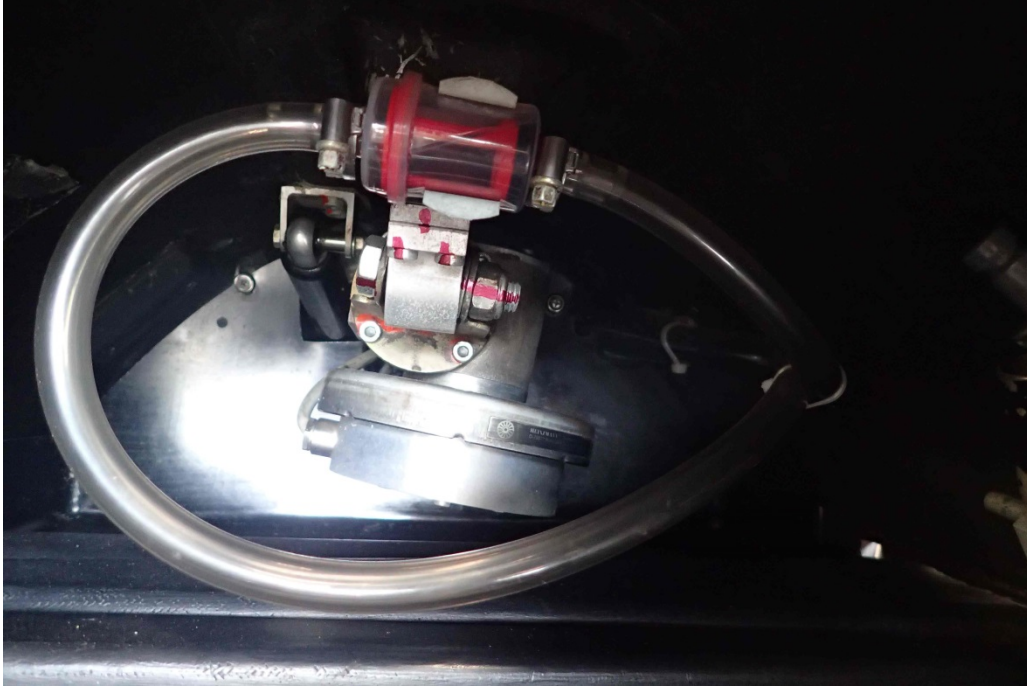


Photo 3 - Fuel Filter and Line before Engine Start



Photo 4 - Fuel Filter and Line after Engine Start

Submitted by: Elliott Simpson