



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Pacific Region
Van Nuys Flight Standards District Office

16501 Sherman Way, Suite 330
Van Nuys, California 91406
(818) 267-3300, Fax: (818) 786-9732

June 24, 2022

Dear Eric,

Here is the Teardown report for N88KL Varieze S/N 644 performed at Tehachapi airport on 05/19/2022.

Continuity checks for the Throttle linkage and carburetor heat linkage were good. The oil sump was jammed into the front of the carburetor preventing the mixture control from moving freely. Disconnected the Mixture control cable from the carburetor and the cable moved freely. Engine compression seemed good for a cold engine. Fuel from the fuel tanks flowed to the carburetor inlet when selector valve was moved to "aux" position and "both" position. Removed carburetor and mixture control valve moved freely when operated by hand. Carburetor was wet inside and had fuel in the float bowl. No debris were found in the float bowl. Needle valve, float and accelerator pump appeared to function properly. Spark plugs top #1, top #4 and bottom #4 appeared to have a dark residue and appeared to have normal wear. Spark plugs top #2, top #3, bottom #1 and bottom #3 appeared to be a normal color and have normal wear. Bottom spark plug #2 appeared wet and appeared to have normal wear. Using a Borescope inspected inside the cylinders and pistons. All cylinders appeared to have normal wear. Observed white deposits on cylinder head near valves. Appeared to be lead deposits. Removed all valve covers. Valve train appeared to have normal wear. Removed oil filter and disassembled. No signs of any debris or metal was present. Filter installation date that was written on the oil filter was March 2022.

Magneto continuity test was good. Removed RH and LH magnetos and they appeared to have normal wear. Removed air filter and inspected. Appeared to have normal wear and what appeared to be dirt from the crash site. Intake hose from airbox to carburetor had some damage from the accident. The intake hose appeared to be double walled and the inner and outer layers appeared to be delaminated. There was a wet substance between the inner and outer layer of the intake hose. Ended teardown at this point. We will send you the Intake hose for your analysis.

Sincerely,

Clarence Abbott
Aviation Safety Inspector
Van Nuys FSDO
AFG-VNY-FSDO-01
Ph: [REDACTED]