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Subject: WPR24LA218, Summary of Airframe Examination

Contact: Albert Nixon, Air Safety Investigator, National Transportation Safety Board

Examination of the recovered wreckage revealed that the airplane, an experimental amateur built Sting RG, N912RG, had recently been sold and was in a partial state of disassembly. The wings and horizontal stabilizer, as well as the cockpit instruments and wiring, had been removed.

The fuel floater assembly was found disconnected at the fuel hose and breather hose. The fuel floater assembly was removed for further examination. Examination of the fuel floater assembly revealed that the fuel sensor arm was intact, with a float attached at the end, and was able to move freely by hand. The fuel floater assembly was connected to an external battery source. With the battery source connected, the fuel low level light would illuminate, but the fuel quantity indicator would not move despite manually moving the fuel sensor arm. An ohmmeter was used to check the fuel floater assembly contacts and it would register ohms; however, the ohm reading remained fairly consistent when manually moving the fuel sensor arm between the empty and full quantity levels.

About 5 gallons of water was added to the main fuselage fuel tank. The water was observed leaking out of the area by the nose landing gear assembly close to where it collapsed into the bottom of the fuselage, consistent with impact damage to the tank.



Photograph 1: View of fuselage



Photograph 2: View of left wing



Photograph 3: View of right wing



Photograph 4: View of cockpit



Photograph 5: View of fuel floater assembly



Photograph 6: View of water leak from fuel tank, nose landing gear