Bauer, Joe (FAA)

From:	Gilbert, Thomas A (FAA)
Sent:	Tuesday, September 02, 2014 7:43 AM
To:	Bauer, Joe (FAA)
Subject:	62632 observations

Yellow RV4 62632 Current tach and total airframe time 306.5, annual condition inspection C/W 6/1/2014 296.5; current engine TTIS 3493, SMOH 1716

Carburetor repaired by Columbia Air Service 8/1/2014 tach. 302.

Aircraft came to rest intact inverted on canopy/roll bar, vertical fin, and left wingtip.

Aircraft uprighted. Total fuel recovered from both sump drains estimated at less than two ounces, no water. Fuel stain evident on top of left wing spanwise from fuel cap to tip. Top of right wing clean. No unusual stains on belly.

Observed damage includes right wingtip crushed, leading edge crushed to front spar from obd to second rib. Vertical fin tip crushed/dislodged, elevators bent, engine mount broken in several locations, firewall severely bent and one large tear, wood propeller broken, spinner crushed, canopy broken.

Aileron, elevator, rudder, and trim controls continuous and correct. Engine controls continuous and correct, mixture satisfactory throw, throttle cable jammed by engine mount deformation, carburetor heat control very stiff. Throttle movement normal after disconnection from control, no fuel emitted from accelerator pump spout. Carburetor heat valve flapper area damaged, pre-impact operational status unknown.

Field compression test, magneto to engine timing, and impulse coupled magneto spark intensity satisfactory (left only). Carburetor throat clear of obstructions and foreign matter; secondary venturi, nozzle, and accelerator pump spout intact and secure. Fuel inlet finger screen in carburetor clean. NO FUEL PRESENT IN FUEL HOSE FROM ENGINE DRIVEN FUEL PUMP TO CARBURETOR INLET. Both fuel tank vent systems clear of obstructions. Both fuel caps loose when latched (right partially sealed/secured with "high speed tape")

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