FIELD NOTES FOR N268RA INVESTIGATION Troy Wagner

Right aileron outboard attach point found intact and correctly saftied

Possible dried mud in left carburetor fuel bowl

Fly-dat data showed peak RPM at 5080 and last at 3910

Pictures \revealed both wing root pins installed and safty pins installed at crash site

Elevator and rudder control systems verified from surfaces to brake in tail boom

Left wing aileron and flap control continuity verified from surfaces to wing root

Elevator push-pull tube jam nut at aft connection rod end found loose. When turned clockwise 4 flats was tight.

Left seat passenger seat found to have seat in full forward position verified by video

Right seat passenger seat believed to have been in middle position as found by damage to middle hole in aft set.

Right seat separated from pan and both inboard attach pins

Engine had 2 prop strike inspections previously

first 6-2009

Second 12-2009

Crankshaft lobes found to be in correct alignment

Number 4 piston was reported by Rotax personnel

Flap drive shaft extension measured at 4 9/16 from center of bell crank bolt to end of actuator housing Corresponding to 0 degree of flap extension

Engagement drive pin slots on flap torque tube found at 12 and 6 oclock position also corresponding to 0 degree flap extension and consistent with flap on wing being in up position

Fuel strainer removed, drained small amount of 100LL fuel from strainer, blowing thru showed no obstruction or debris inside.

Nose tire pressure found to be 14 psi Left and right main found to be 17 psi

Ignition switch removed and tested with an ohm meter. Test revealed switch to operate properly in all positions

Left to right movement of control stick in cockpit moved push-pull rods at wing roots

Pursuant to Propeller Approval from Remos Aircraft the Sensenich Ground Adjustable Propeller was installed and performed to specs contained in the Approval