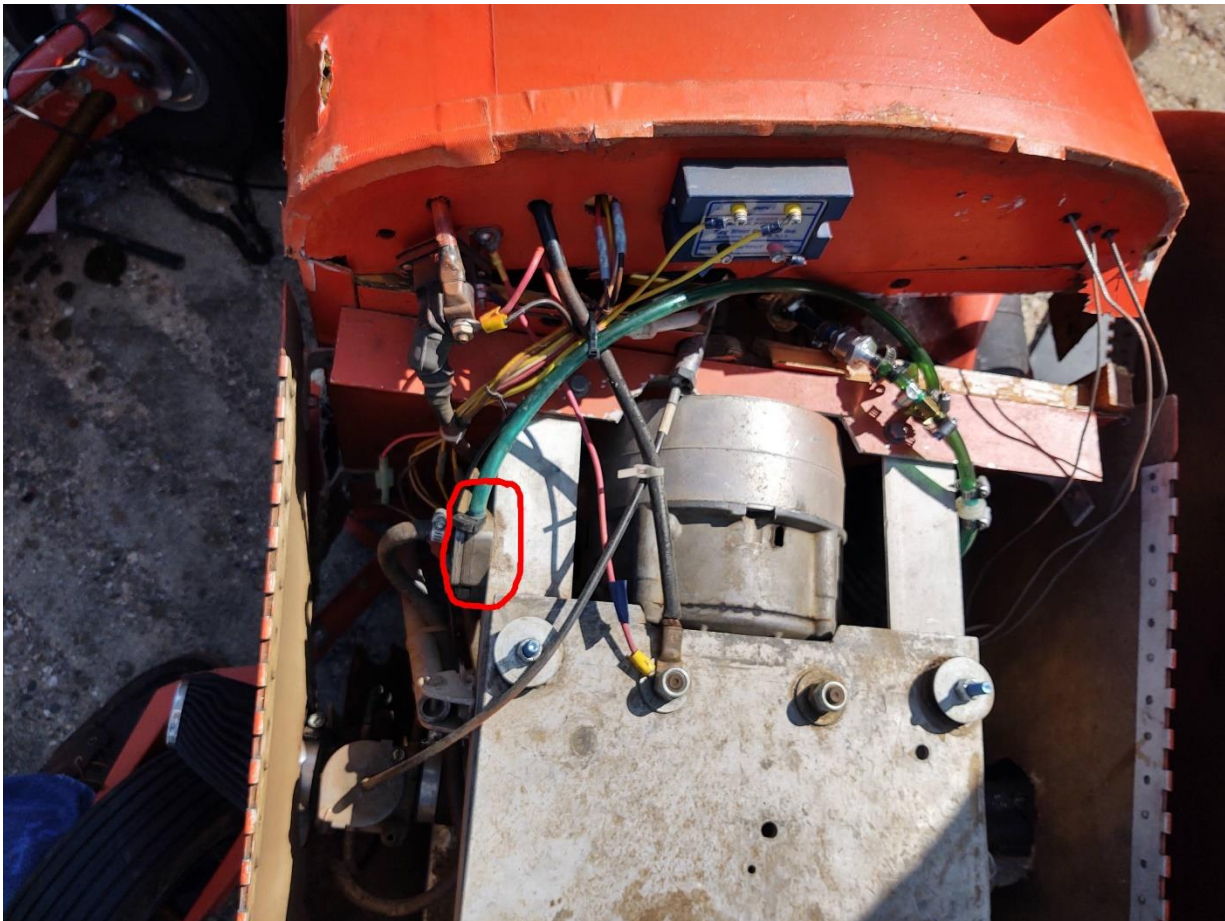


On August 7th, 2020 at 1700 I performed an inspection of N827WS located at [REDACTED]
[REDACTED]

Initial inspection consisted of a visual walk around of the fuselage, empennage, and wings. During that time I spoke with the pilot, Chris Steffler, as he recalled the events on the day of the crash. I then lifted the canopy and removed the upper engine cowling in order to perform a more detailed inspection.

The only discrepancy found, which could most definitely have caused the loss of engine power which caused the airplane to crash, was that the fuel supply line to the inlet fitting of the vacuum driven fuel pump was loose on the barbed fitting. The black plastic hose clamp that was securing the blue-green vinyl fuel hose to the barbed inlet fitting on the Mikuni fuel pump was tightened to its maximum clamping position, however the fuel hose was loose on the inlet fitting. I believe that at takeoff power this allowed the fuel pump to ingest air which caused a loss of fuel delivery to the carburetor.

The described fuel pump is circled in red on the attached pictures that I took.





Please feel free to contact me if you have any other questions regarding this inspection.

Respectfully submitted,

[REDACTED]

Craig Griswold A&P [REDACTED] IA