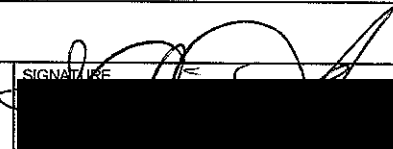


RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL	TIME 8:00 AM	DATE 08/11/2015										
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Jordan Paskevich of Rotax Aircraft Engines is a maintenance AME, (Canada)		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	SYMBOL	INITIALS								
SYMBOL	INITIALS											
assigned to accident investigation and safety programs for Rotax engines.												
Jordan is located in Vernon, BC. of Canada.												
William J. Howell-FAA Airworthiness Inspector. ICC for accident #CEN15LA308												
SUBJECT Investigate the Rotax 582 engine operation involved in a Air Creations												
Clipper accident at the Clark, SD Airport on July 14, 2015.												
DIGEST Mr. Jordan Paskevich and I met at the Clark airport at approximately 8:00 AM on August 11, 2015. We accessed the hanger which had been secured/padlocked according to the airport manager (Doug Hansen). I witnessed Mr. Paskevich inspecting the Rotax engine involved in the Air Creations accident. Initially it was noted that cables from the airframe bracing and structure were wrapped around the prop blades and hub, indicative of the prop turning at the time of impact with the ground. The following items were the focus of the inspection to determine engine operation at the time of the accident. 1) Spark plugs were removed and inspected, color was good, gap was excessive. 2) a simple thumb compression on both cylinders proved satisfactory. 3) The Exhaust system was removed and inspected by a shaking process to listen for potential internal baffle failure and potential plugging of exhaust system. That checked satisfactory. 4) Cylinder walls, pistons and rings were inspected through the exhaust ports, for evidence of scoring and potential seizure of engine. no visual evidence indicated anything other than normal engine operation. No scoring of piston or cylinder walls was evident. 5) Both carburetor bowls were removed and jets were inspected, carb jets were inspected and of a different size than standard, accredited to the silencing type of induction system. (cont on page 2)												
CONCLUSION, ACTION TAKEN, OR REQUIRED Engine appeared to run normal. It is my opinion that there was no engine seizure and/or failure at the time of the accident. The engine ran as required during the testing that was performed on August 11, 2015. The aircraft was under lock and key from the time of the accident until our (Rotax Representative & FAA IIC) arrival on August 11th 2015 according to the Airport Manager.												
DATE 08/13/2015	TITLE IIC/Aviation Safety Inspector	SIGNATURE 										

William J. Howell

DIGEST (CONT)

Fuel was evident in one bowl and not the other. Fuel delivery system was inspected. The selector was safety wired to the open position. Primer and fuel system inspected normal. Fuel was still in the fuel tank.

The necessary components were reassembled in an effort to see if the engine would run. The kite/wing was disconnected from the framework to allow the motor and remaining fuselage portion of the aircraft to sit flat in its normal operating position. The 4 propeller blades were sawed off down toward the blade bases for safety purposes being as there was blade damage from the accident. The engine was primed thru the normal fuel system. We pulled the engine thru (lawn mower style pull start) a few times and then it started up and ran at a high rpm for a short period of time. Due to the high rpm, we elected to shut down. There was no resistance due to only stub prop blades for resistance. A plan was made to control the intake air through the carb system, in order to control the engine speed being as the throttle control was damaged in the accident. The engine was restarted and ran thru different rpm adjustments, controlled by the intake for a period of time adequate to indicate that the engine would operate normally. The engine run was recorded on a video if this evidence is needed.

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