

Inspector Statement

06/30/2016

NTSB CEN16LA217

N7346V Bellanca Viking

This Inspector was requested to conduct an engine inspection on the above aircraft by the NTSB. Arrived at the location the aircraft was moved to at 0830, present was the storage property owner Bob Sharp, A&P mechanic Steve Montgomery and owner Richard Moehling. The engine was broken loose from the engine mounts but still attached to the firewall by the control cables and hoses.

The engine was hoisted to conduct the inspection and the following was noted: Engine rotated smoothly with compression on all cylinders, Oil sump was dented but, not breeched and contained clean oil as indicated by the dip stick, No fuel was present in the line from the fuel manifold to the metering unit or to the engine driven pump. Note: The main fuel line to the inlet of fuel pump was pulled free from firewall elbow during impact.

No issues noted with magneto timing, spark plugs or engine drive fuel pump. The main aircraft fuel strainer was found empty and safe-air drain valve found in the open/locked position. Note: This appears to have happened during ground impact and being opened / locked from contact with the cover panel. The fuel selector was found on the L/H main at the scene.

The drain valve was closed and fuel selector was switched to the R/H main tank and the boost pump was successfully tested in both high/low after obtaining prime fuel flowed freely. Note: Approximate fuel after aircraft being moved: R/H outboard (near empty), R/H main ($\frac{3}{4}$), L/H outboard (near empty) and L/H main (near empty).

Todd A. Evans ASI

ASW-WRS-FSDO-15

THE AIRCRAFT DEPARTED FROM WESTPORT AIRPORT, 4F1, ON A FLIGHT TO POGUE OKLAHOMA, KOWP. THE PILOT WAS ON A SOLO FLIGHT WITH NO PASSENGERS. THE AIRCRAFT LOST ENGINE POWER DURING THE CRUISE SEGMENT OF FLIGHT OVER LAKE KEYSTONE IN OKLAHOMA. THE PILOT STATED HE INITIATED EMERGENCY PROCEDURES AND LANDED IN A FIELD SOUTH OF LAKE KEYSTONE AFTER FAILURE TO RECOVER LOSS OF POWER. THE PILOT STATED HE WAS IN CRUISE FLIGHT APPROX 1800 FEET MSL. THE PILOT STATED HE DEPARTED WESTPORT WITH RIGHT OUTBOARD FUEL TANK AT 4 GAL, RIGHT INBOARD FUEL TANK FULL AT 19 GAL, LEFT OUTBOARD FUEL TANK AT 12 GAL, LEFT INBOARD FUEL TANK HALF FULL OF FUEL (NOT MEASURED WITH A FUEL STICK). THE PILOT STATED HE DEPARTED WESTPORT WITH THE FUEL SELECTOR ON THE RIGHT INBOARD TANK. THE PILOT ALSO STATED HE SUMPED ALL 4 FUEL TANKS PRIOR TO DEPARTURE WITH NO CONTAMINATION NOTED AND THAT HE MEASURED THE 3 OF THE 4 FUEL TANKS WITH A FUEL MEASURING STICK. THE PILOT STATED THE FUEL REMAINING ON THE DAY OF THE EVENT WAS FROM A PREVIOUS CROSS COUNTRY FLIGHT IN MARCH, 2016. NO OTHER FLIGHTS SINCE THAT DATE. THE PILOT HAD MINOR INJURY (LACERATION) TO THE FOREHEAD. ON FAA ARRIVAL TO SCENE, THE AIRCRAFT WAS POSITIONED WITH A LANDING DIRECTION TO THE SOUTHWEST, NO APPARENT FIRE RESIDUE NOTED. FUEL WAS FOUND IN 3 OF THE 4 FUEL TANKS. THE RIGHT OUTBOARD TANK APPEARED EMPTY. ALL OTHER TANKS HAD NOTICEABLE FUEL, HOWEVER, NONE OF THE FUEL TANKS COULD BE SUMPED TO DETERMINE QUANTITY DUE TO THE LOWER SURFACE OF THE WING AT GROUND LEVEL. NO APPARENT CAUSE FOR LOSS OF POWER WAS NOTED ON VISUAL INSPECTION OF THE ENGINE AT THE SCENE. AN EYE WITNESS STATED HE SAW THE AIRCRAFT FLYING OVER THE TREE LINE SOUTH OF THE LAKE, OVER MEADOWOOD ROAD, FLYING 50-60 FEET ABOVE THE TREE LINE. HE STATED HE HEARD THE ENGINE "SPUTTERING", "LIKE A MISSING CYLINDER", "SOUNDED LIKE A MOTORCYCLE". HE STATED THE SOUND WAS HEARD FROM OVER THE LAKE UNTIL IMPACT WAS HEARD, DESCRIBED AS A "CRUNCH".

