

Memorandum of Conversation

Date: June 15, 2018

Time: 1200 central daylight time

Conversation Including: Danny L. Brickey (FAA Inspector)

Conversation Regarding: CEN18LA223, N9098C

Duration of Conversation: 20 Minutes



Summary & Factual Information from Conversation:

NTSB Investigator Fox spoke with FAA Inspector Brickey concerning the Aeronca 7BCM airplane that crashed on the morning of June 14, 2018, shortly after takeoff from Silver Wings Field Airport (55AR), Eureka Springs, Arkansas.

Inspector Brickey conducted an onsite wreckage examination on the afternoon of June 14, 2018, before the airplane was recovered to a hangar space at 55AR where an engine examination was completed on the morning of June 15, 2018. The airplane's recording tachometer indicated 147.72 hours at the accident site. The airplane's last annual inspection was completed on October 12, 2016, at 146.97 tach hours. The forward fuselage, outboard left wing, and both wing struts sustained substantial damage during the accident.

Inspector Brickley stated that flight control continuity was established from the cockpit controls to the individual flight control surfaces. He recovered fuel from the fuel filter assembly and the carburetor float bowl that was blue in color, had the odor of 100 low lead aviation fuel, and was not contaminated. The engine remained attached to the firewall through its mounts, but the carburetor had separated from the engine crankcase during impact. The cockpit control knob for the carburetor heat was found in the off position. Internal engine and valve train continuity were confirmed as the engine crankshaft was rotated. Compression and suction were noted on all cylinders in conjunction with crankshaft rotation. The upper spark plugs were removed and exhibited features consistent with normal engine operation. Both magnetos provided spark as the engine crankshaft was rotated. The propeller remained attached to the engine crankshaft flange. Both propeller blades exhibited S-shape bends, blade twisting, leading edge gouging, and chordwise burnishing.

The postaccident wreckage examination did not reveal any evidence of a mechanical malfunction that would have precluded normal operation of the airplane or its engine during the flight.

--- End of conversation summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ June 15, 2018 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator