



MEMORANDUM FOR RECORD

Wichita FAA FSDO Inspector Michael LeBlanc collected the following information concerning an airplane accident involving N9076R, CEN18LA342:

Inspector LeBlanc arrived on Monday 08/20/2018 at the farmstead location where the aircraft that had been towed to over the weekend. A viewing of the airplane showed extensive impact damage to the wing and fuselage skins as expected with a landing in a field of mature corn. The fuselage was twisted, bent, and nearly separated just aft of the cockpit. Notwithstanding the aft control surfaces being mostly separated with the tail, the cockpit flight and engine controls and switches all appeared to be properly connected and operational.

The propeller was in good condition and when turned by hand the magnetos were heard to snap properly with good engine compression strokes felt. The engine had oil on the dipstick and no excessive oil was on the exterior of the engine. Engine air intake appeared to be configured properly. Since the tail was nearly separated, the aircraft sat at an extremely nose high attitude preventing a proper fuel sample to be taken to check for contaminants. At the conclusion of his field examination of the airplane, he could find no obvious reason for the aircraft to fail to fly.

Approximately two weeks later he was informed by the owner of the aircraft that once the aircraft had finally been transported out of the central Kansas field and back to the home base of operations in western Kansas. The company mechanic had performed a compression check of the engine. It was discovered that one cylinder could only hold 10 (ten) pounds per square inch compression possibly resulting in a significant loss of power available.

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