

Memorandum of Conversation

Date: 21 August 2019
Time: 1000 central daylight time
Conversation Including: Robert W. Craig, FAA Inspector
Conversation Regarding: CEN19LA263, N8928B
Duration of Call: 20 Minutes



Summary & Factual Information from Conversation:

FAA Inspector Craig examined Cessna 172, N8928B, on August 20, 2019, at the Andy Barnhart Memorial Airport, New Carlisle, Ohio.

The engine remained partially attached to the firewall, and the propeller remained attached to the crankshaft flange. The propeller blades exhibited chordwise scratches and burnishing, a S-shape spanwise bend, and minor leading-edge damage. One blade tip had separated during impact.

Engine control cable continuity could not be verified due to impact damage. Internal engine and valve train continuity was confirmed as the crankshaft was rotated. Compression and suction were noted on all four cylinders in conjunction with crankshaft rotation. There were no leaks during a pressure test of each cylinder with the associated piston at top-dead-center while on the compression stroke.

A borescope inspection of each cylinder did not reveal any anomalies with the cylinders, pistons, valves, valve seats, or lower spark plugs. The upper spark plugs were removed and exhibited features consistent with normal engine operation. Both magnetos remained attached to the engine crankcase and provided spark on all posts while the engine crankshaft was rotated. The magneto-to-engine timing was correct.

The carburetor separated from the engine crankcase during impact. The carburetor bowl did not contain residual fuel, but there was no evidence of water or particulate contamination in the bowl. Disassembly of the carburetor did not reveal any anomalies with the venturi, accelerator pump, composite floats, or needle valve. The carburetor heat control cable separated from the airbox during impact.

There was fuel leaking at the accident site from the damaged fuel tanks; however, fuel samples recovered on the day of the accident did not have any evidence of contamination.

The postaccident examination did not reveal any anomalies that would have precluded normal engine operation during the flight.

--- End of interview 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: _ 21 August 2019 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator