

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1:06 PM	DATE 12/21/2019
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Luke Keeney/ Student Pilot/ [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N9646Q Accident			
DIGEST 2020-01-06/1000/Spoke to the Student Pilot (SP) regarding the accident involving N9646Q on 12/21/2019 the SP stated that he had completed four touch and goes with the Certified Flight Instructor (CFI) prior to the solo flight the CFI was dropped off at the hanger, the SP proceeded to the runway completed a "T" check prior to taking off. When asked what the "T" check was the SP stated that he would touch the controls Throttle, mixture, carb heat, and flaps to make sure they were set. Also asked SP if he had leaned the mixture for taxi while on the ground, he stated that he did not and had never done that in the past. SP stated that he took off climbed to approximately 200 ft AGL and the engine sputtered once maybe twice then quit, when asked if the engine backfired the SP could not remember hearing a backfire. SP stated that his immediate action was to pull back on the controls but realized that was the wrong thing to do and pushed the nose down to maintain the best glide rate for the aircraft 65 knts. The SP then stated that he then began to assess his landing options because he was not going to make it over some power lines on the far side of the creek, (Rush Creek) at that point he had no other option but to maintain best glide rate and head for some less mature trees to the north of Rush Creek.			
CONCLUSION, ACTION TAKEN, OR REQUIRED No action at this time investigation is on going			
DATE 01/06/2020	TITLE ASI	SIGNATURE Edward Charles Martin Digitally signed by Edward Charles Martin Date: 2020.01.07 12:54:17 -06'00'	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 12:45 PM	DATE 12/21/2019
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mark Nelson/Owner/ CFI/ XXXXXXXXXX		ROUTING	
		SYMBOL	INITIALS
SUBJECT N9646Q			
DIGEST 2020-1-13/1000/Contacted CFI regarding the accident involving N9646Q loss of power during take-off. CFI stated that he and the student did 4 or 5 take-of and landings prior to the student pilots solo flight. CFI stated that he would tell students to pull the mixture back about an inch when they leaned for taxi, CFI did not like that the POH for the accident aircraft did not speak to leaning for taxi in the checklist. CFI stated that maintenance suggested that they lean for taxi to reduce the build up on the spark plugs. The CFI stated that after the crash he talked to the pilot while he was still in the aircraft and pilot told him that the mixture was pulled out about one and a half inches, and the carb heat was pulled. The CFI vaguely remembered doing emergency training on the flights prior to the accident that day.			
CONCLUSION, ACTION TAKEN, OR REQUIRED No further action required at this time.			
DATE 01/13/2020	TITLE ASI	SIGNATURE Edward Charles Martin Digitally signed by Edward Charles Martin Date: 2020.01.14 09:10:40 -06'00'	

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:00 PM	DATE 01/06/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Wentworth Salvage		ROUTING	
		SYMBOL	INITIALS
SUBJECT N9646Q			
DIGEST			
2020-1-06/1300/ traveled to Wentworth Salvage to further inspect N9646Q post accident			
damage and to determine if the engine was capable of operation after it had quit running			
during the accident flight. Checked the fuel strainer for the presence of fuel and found			
fuel both present and clean no contaminants found with visual examination, check for			
presence of fuel in the carburetor and found fuel both present and clean no contaminants			
found with visual examination, fuel mixture knob was attached and did operate the fuel			
mixture lever on the carburetor, however the fuel mixture system appears to be rigged			
incorrectly due to the fact that the cable and the fuel mixture lever reach their stops at			
roughly the same time. Also found the fuel mixture knob to be faulty in that the center			
lock feature was not working properly, the center push button is stuck in the depressed			
position and does not lock the cable in any selected position. Inspected the air box for			
obstruction and found none, did see that the flapper for the carb ice was secured to the			
shaft with a hose clamp, and the shaft bushings were worn severely, the flapper was able to			
rotate on the shaft with out moving the shaft.			
Throttle cable was intact and continuity was confirmed.			
con't			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 01/07/2020	TITLE ASI	SIGNATURE Edward Charles Martin	

Digitally signed by Edward Charles Martin
Date: 2020.01.07 12:53:03 -06'00'

DIGEST (CONT)

con't

Removed the spark plug wires and tested for spark the left magneto has the impulse coupling on it, there was spark at the spark plugs connected to the left magneto.

Engine mount cross brace behind the engine was found broken.