



## **MEMORANDUM**

**Arnold W, Scott**  
**Senior Air Safety Investigator**  
**Central Region**

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### **June 20, 2020**

The pilot did not submit NTSB Form 6120.1/2, Pilot/Operator Aircraft Accident Report, nor did he submit any written statement. However, he did tell a trooper from the Ohio State Police that he took off from his private airstrip with the intention of making a touch-and-go landing at his airstrip. During his turn towards the runway, the engine "gave out". The pilot also told FAA Inspector Brian Lands of the Columbus, OH, FSDO that he took off from his private airstrip with the intention of making a touch-and-go landing at his airstrip. During the turn towards the runway, the engine lost power and he collided with power lines.

### **June 22, 2020**

Inspector Lands asked the pilot for the maintenance records, but he said they were aboard the aircraft and were destroyed in the fire.

Because of the extensive fire damage, an examination of the fuel system was not possible. The pilot never replied when asked how much fuel was on board the airplane at the time of the accident. However, based on the extent of the thermal damage, fuel quantity was not an issue.

### **July 17, 2020**

FAA Inspector Aaron deVogel of the Nashville, TN, FSDO provided oversight for the inspection on the engine. There were no other parties to the investigation. All spark plugs were bench tested and functioned properly. A compression check was conducted on each cylinder. Air was applied to 80 PSI. The No. 2 cylinder leaked air through the intake. The compression read 10/80 PSI. The intake and exhaust valve moved as the prop was rotated. The No. 2 cylinder was bore scoped. No defects were noted. The magnetos were melted and could not be tested. The carburetor heat appeared to be on. The carburetor heat cable was in the off position. The carburetor fuel screen

did not show contaminates. Opening the oil filter revealed ash but metal flakes were not detected.