

Folkerts Michael

From: [REDACTED]
Sent: Tuesday, September 22, 2020 2:50 PM
To: Folkerts Michael
Subject: N4744M

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Zenith 750 N4744M
Continental O-200-A
Accident date 9/16/2020

I arrived at 3:30pm on 9/17, one day after the accident to remove the avionics and secure the aircraft for the adjuster Pren Ross. I looked the aircraft over to see what damage had occurred and to verify that the cockpit was safe to enter to remove the avionics.

The aircraft had landed from west to east on a hillside planted in soybeans. When the aircraft landing gear made contact with the soybeans there two parallel tracks that were made in the tops of the three foot tall beans. The two main gear appeared to have made contact for 25 feet before the nose gear track started to appear in the top of the beans.

The nose gear track continued for 12 feet upon which the entire nose/engine of the aircraft made contact with the ground, bending the nose gear under the belly of the aircraft and skidding 23 feet on the engine and proceeded to flip over onto its back, coming to a rest facing west.

After inspecting the aircraft in the field, I noted the following initial damage.

The spinner was crushed from impact.

The propeller was broken on one tip, six inches from the tip. No scratches or marks were present indicating that the propeller was turning on impact.

The carburetor looked as if it was new, and was broken loose from the engine, but was still attached to the throttle, mixture and carb heat box. All controls appeared operable although the throttle control was bent from the impact.

All fuel lines were attached and looked undamaged.

Oil was present and leaking due to the damaged oil tank.

Both cockpit doors were open.

Inside the cockpit the throttle was at idle.

The fuel valve was set to the "off" position The ignition was on "both"

The master was off

No fuel smell was present in or around the aircraft.

I went under the right wing and opened the fuel cap and no fuel ran out. I stuck a finger and could feel a wet residue of fuel, but not enough to indicate any appreciable amount.

I removed the avionics and checked the ELT remote indicator to make sure that it was not broadcasting and left the aircraft locked and secured.

I returned on 9/20/2020 to retrieve the aircraft.

The wings were removed and fuel lines were disconnected. A 1-2 ounces of residual fuel leaked from the wings from the disconnected lines. The wings were moved to a trailer and fuel lines capped off. Returning to the aircraft site and inspecting the area of the wing fuel caps showed no signs of fuel leakage. The soybeans under each fuel cap were still bright green and alive. I could not smell any fuel in the dirt directly under each fuel cap.

All flight controls were attached and operable before disassembly.

The aircraft was hauled to a hangar at Mexico Missouri.

After the aircraft was unloaded in Mexico Mo. I sumped the fuel strainer under the fuselage. A small amount of fuel (less than 1/4 cup) drained out. It was clear and free of water. The fuel smelled fresh, but more like autogas than avgas. The color was hard to determine from the small quantity.

I went through the cockpit and removed the loose items present in the aircraft. Among the items was the pilots handwritten planning route on a yellow note pad. It showed the route KMMI--->M02 Dickson,TN--->KCEY Murry,KY--->K39 St. Clair Regional, Mo--->KMYJ ,Mexico.

The aircrafts Garmin Aera GPS showed a route from KCEY direct to KMYJ with no stop in St. Clair Missouri.

The St. Clair airport was closed in November or 2017. [REDACTED]

The aircraft had the Pilots operating handbook in it.

The handbook has a performance section in it with fuel consumption data showing that 75% power has a fuel consumption of ABOUT 6 gallons per hour. [REDACTED]

The performance figures in the AMD handbook represent a O-200-D configured with a fixed pitch Sensenich W72GK-44GU. N4744M utilized the same handbook but is configured with an O-200-A and a Ground adjustable Whirlwind GA200CN-0200 72" propeller set to an unspecified pitch.

*The handbook for N4744M has a set of wings in the middle of each page.

This is a Company emblem from AMD Aircraft Manufacturing and Design, LLC

The aircraft N4744M appears to have a handbook copied directly from AMD's factory built 750 SLSA aircraft which utilized the O-200-D higher compression engine. N4744M's handbook has a handwritten "A" in place of the O-200-D. Otherwise the figures are identical. N4744M shows the higher compression in the handbook even though it is an O-200-A [REDACTED]

Both fuel tanks were filled with the wings as level as possible and both were able to hold slightly more than 12 gallons in each tank. The fuel was then drained and checked for contaminants. None were found.

If you need anything else let me know and I will be happy to help.
There will be pictures following this email.

Joseph (Jay) Jacobi
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Mexico Memorial Airport
[REDACTED]
Mexico, Missouri 65265

Folkerts Michael

From: [REDACTED]
Sent: Wednesday, September 23, 2020 8:01 AM
To: Folkerts Michael
Subject: N4744M

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N4744M
9/22/2020
Continental O-200-A
S/N 67790-7-A

Engine oil checked and showed 4 quarts on dipstick.
oil had leaked out as the inside of the upper cowling had oil on it when the aircraft was retrieved.

The engine was turned through several rotations and turned freely.
The engine had compression on all four cylinders when turned by hand.

The magnetos were undamaged and fired when the engine was turned by hand, and all wiring was in good condition.

Spark plugs were normal but slightly oily. Probably due to the aircraft sitting upside down on its nose for 5 days.

The carburetor was broken off and the air filter and carb heat box were crushed, but all controls, Throttle, mixture and carb heat were connected and operable, although the throttle was bent on impact. The primer lines were all tight and intact.

All fuel lines were attached and tight, although the damage to the carburetor also affected some of the lines by bending them backward.

The starter was secure and looked unaffected.

All engine baffling was attached and secure, with some bent areas in the front of the engine.

Joseph Jacobi
[REDACTED]