

Report of Findings

Date of accident:

Location of accident:

Rosedale, OK.

Aircraft registration:

N7024L

Aircraft type: 2004 Cosmos

Phase 3

Engine type and S/N:

Rotax 912 S/N 4405649

NTSB file number:

CEN20LA413

Date of Report: 10/22/2020

File number:

Original Accident Location: Rosedale, OK.

Preliminary engine inspection

Inspection carried out at: Rosedale, OK.

Date of inspection: 10/17/2020

Persons in attendance

Oversight by JIAAC personnel: N/A

Mr. Jason L. Jaworsky out of the WRS FSDO SW15 Oklahoma City, OK. Office. Contact info [REDACTED]

Additional attendees: N/A

ENGINE

Rotax Engine Model Number: 912UL

Rotax engine serial number: 4405649

OVERVIEW (summery of overall situation including brief description of accident):

Accident was incurred at a private rural farm residence near Rosedale, OK. Witness stated that during taxi to the runway, the throttle appeared to have stuck open, causing the aircraft to accelerate. The pilot struck a round hay bale that was in the path of the aircraft heading on the ground. The aircraft did not leave the ground during this event. Inspection of the throttle assembly revealed that the throttle cable at the throttle lever position does not have full range of motion and is jammed with little or no movement, confirming the witness observation. The condition of the propeller indicates that the aircraft was making power during the accident.

Initial condition of Engine as presented prior to detailed inspection (summery on initial visual condition):

Engine is attached and intact with no apparent missing parts.

Detailed Engine Inspection

Spark Plugs & Spark plug Caps (report on condition and state spark plugs were found in);

Spark Plugs and Spark Plug caps appear to be in good condition

Ignition System (report on outcome of inspection and any testing of the ignition system);

Ignition system console was not completely attached but still intact. No anomalies were found with regards to functionality of ignition power source and switches.

Fuel System including carb inspection and fuel lines (report on what condition the fuel system was found in);

Fuel system and fuel lines appear to have no anomalies. Fuel lines were in good condition and attached properly. Carburetor appears to have no anomalies. All of the fuel components and hardware were properly functional.

Fuel supply including fuel pump (If applicable check fuel supply to the engine and note any discrepancies including fuel pump function, tank venting etc.);

Fuel supply was intact to the proper components. There was approximately $\frac{3}{4}$ full tank of fuel in the fuel tank. Was unable to run the engine.

Lubrication system (report on condition of oil cooler and lines on 4-stroke)

There were no apparent anomalies regarding the lubrication system, all lines were secured properly. Oil cooler appeared to be undamaged.

Oil filter Element (removed and inspect. Describe any unusual foreign material);

Oil filter was secured to the engine. No inspection of the internal oil filter was performed.

Cylinder and cylinder head (inspect cylinders, pistons and cylinder heads and report any discrepancies);

Unable to perform inspection of cylinders, pistons and cylinder heads. External Engine inspection found no apparent anomalies regarding engine or engine components.

push rod valve train (4-stroke) – (rotate engine in order to check the operation of the valve train and note any discrepancies);

Rotated propeller by hand, found no anomalies regarding engine functionality.

Cooling system (inspect the cooling system including hoses and rads and note any discrepancies. Note coolant type if possible);

Cooling system appears to be attached and undamaged.

Air Filter system (inspect the air filter system and note any discrepancies and general maintenance condition).

Air filter system appears intact and undamaged.

Exhaust system (inspect exhaust system, note type and condition and comments regarding any discrepancies)

Exhaust system appears to be intact and undamaged. All exhaust system components appear to be secured properly.

Gearbox (inspect for smooth operation and any unusual sounds, note any findings and discrepancies);

Rotated engine by hand, no unusual sounds or discrepancies were observed.

Crankcase and crankshaft (inspect crankshaft and crankcase and note any cracks or discrepancies);

External inspection of Crankcase and engine components appear to have no anomalies, and no apparent cracks were noted.

Engine Maintenance and Journey Log (review all logs and note all maintenance entries, engine times, service history and bulletin compliance and retain copy for records or note lack of);

No engine maintenance logs were presented. The family of the pilot is currently seeking to find them and will submit them if discovered. The witness stated that the aircraft owner recently replaced the engine throttle cable assembly, however, this cannot be determined by aircraft records.

Summary (supply comments regarding findings);

The inspection revealed that the throttle cable is jammed with little or no movement at the throttle foot lever assembly location. The throttle cable appears to be properly attached to the throttle lever assembly. The witness stated that the aircraft owner recently replaced the throttle cable assembly. There was no part number identification markings on the throttle cable assembly. There were no aircraft records presented to indicate the maintenance performed to confirm the witness statement.

Report completed by Jason L. Jaworsky