

N988CT Accident Notes:

07/06/2023: Received notification at 09:00 local time, from Southwest ROC of incident/accident in Jeffersonville, IN, involving registration N988CT, a Diamond Aircraft Industries DA20-C1 single engine land, fixed wing aircraft. The aircraft made an emergency landing in a cornfield 3.5 miles Southeast of Sellersburg (JVY) on 07/06/2023 at 08:24 local time (1224Z). Returned phone call to Southwest ROC at 09:10 local time, who was also on the line with Jeffersonville Fire Dept. Mr. Caskey and Police Corporal Jackson. Coordinated arrival with Corporal Jackson, who confirmed 2 passengers on board and no injuries. Corporal Jackson indicated that Indiana State Police were on and controlling the accident scene.

Inspectors arrived on-scene at approx. 12:15 local time, coordinated with Indiana State Police Captain Bennett, who had secured the scene, and commenced investigation in accordance with FAA Order 8900.1, Vol. 7, Chapter 1, Sec. 1 and Order 8020.11D CHG 1. Due to substantial damage noted below, this has been classified as an accident per FAA Order 8900.1, Vol. 7, Chap. 1, Sec. 1, paragraph 7-4. Contacted NTSB to advise.

Received Form 8020-9 from Southwest ROC.

Observed substantially damaged aircraft at rest in cornfield. Noted collapsed landing gear and empennage separated from fuselage; only a separated wheel bearing and tie-down/dorsal fin was found in the debris field. No propeller slash marks were noted in the flight path/debris field.

Additional airframe damage was noted, but not limited to:

1. Engine mount broken
2. Left main and nose landing gear
3. Left flap
4. Top of vertical stabilizer

Removed fuselage fuel cap and inspected. No visible fuel was noted. Found fuel dipstick in baggage area and dipped fuel twice with no fuel indicated on the stick. There was a very faint fuel smell in the immediate area. Reviewed Airplane Flight Manual to determine this is the only fuel tank and there is no selector valve. Determined aircraft to be safe for application of power, turned on electrical power, and noted fuel gauge indication below "3.5" without movement during the application of power, indicating no usable fuel. Per AFM, unusable fuel is 0.5 gallon. Also, noted there was no leading edge damage to the engine propeller that would indicate engine power.

A continuity check of the primary flights controls determined that the flight control systems were all intact and had continuity between the cockpit controls and primary flight controls, with exception of rudder, which could not be actuated due to the trailing edge being lodged into the ground. Though empennage had separated from fuselage, elevator control rod was still intact, however was bent.

Observed engine partially attached, in a right tilt attitude, with upper mounts fully broken, and lowers tweaked and/or broken.

Engine and right magneto appeared overall in good condition with oil pan and engine cases intact. Left magneto was found separated from engine, and was located between the engine and ground, not allowing for further inspection. The aircraft keys had been removed, not allowing for further checks of

the magnetos at this time. When oil was checked, it indicated approx. 4.5 quarts of oil in the crankcase. There was no visible indication of an oil leak. Engine oil appeared to be in normal, serviceable condition with no smell or indication of burning or contamination. Both upper and lower engine cowling remains, along with the rest of the engine compartment were inspected with no indication of oil leakage. An engine control continuity check revealed no discrepancies. Engine could be turned freely using propeller; however, only minimally due to contact with the ground. There was no damage noted to fuel system from engine to the firewall. Inspector reviewed AFM to determine there no gascolator on aircraft, and fuel filter is located on the belly at the maintenance drains. Inspector opened both maintenance drains with no fuel indicated. Opening the push drain, located on the left side of the belly at the lowest point in the fuel system at the current aircraft attitude indicated fuel. Minimal fuel was drained and checked for contamination with no discrepancies noted. Inspector shook fuselage to get fuel splash enough to wet the bottom of the fuel cell area. The ground below the aircraft was visibly and physically checked with no indication of fuel seepage.

Flight path was inspected to beginning of corn damage, found to be approx. 275 feet in length.

Inspector interviewed Paul Cobb, identified by KY driver's license and pilot's certificates [REDACTED] and [REDACTED]. Also confirmed First Class Medical, dated 09/26/2022. (see attached FAA Form 1360-33, Record of Visit for details).

Coordinated with NTSB inspector for recovery of aircraft for further investigation. Contacted aircraft insurance agent and aircraft owner representative for coordination of recovery. Aircraft owner requested permission to remove radios and avionics from the aircraft, and were informed that no maintenance is to be performed on the aircraft, and that they can coordinate the rest with their insurance company to ensure the aircraft is relocated to a secure area that will allow for further investigation by FAA/NTSB.

Tach. Time: 3318.4

07/07/2023: Contacted Mr. Cobb by telephone to confirm that he can continue to fly unless or until certificate action is initiated.

Contacted aircraft owner by telephone to request access to or scan of maintenance and Airworthiness Directive records. Left voicemail, with detailed request and callback number.