

N4646G Exeland WI

On 07/30/2027 I traveled to Exeland WI to photograph the site where N4646G made an emergency landing in a field. The PIC met me at the scene. The aircraft came to rest at 45 43 59 N 91 15 43 W, just off the south east corner of a hay field that had recently been mowed and bailed. Control continuity was verified to the wings, the tail of the aircraft was severely damaged by a rock pile it slid over just off the edge of the field and there was no movement on either the rudder or elevator. The PIC did state that there were no issues with flight control, all controls felt normal during the emergency. Even the engine controls felt normal, just no response from the engine.

After photographing the scene, I removed the top engine cowling. While looking at the top of the engine for general condition I noticed a fitting near the front of the engine that was shiny on the end where a cap had previously been. The fitting was identified as a service port used to connect a fuel pressure gauge to measure unmetered fuel pressure during maintenance. I was unable to locate the cap on the scene. On 08/06/2024 I traveled to the storage facility where the aircraft was located to search for the missing cap. I removed the top cowling and partially removed the lower engine cowling but was not able to find the missing cap.



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During the investigation of an accident that occurred on 07/28/2024 involving N4646G a potential maintenance issue was discovered. The mechanic that performed the annual inspection on the aircraft (log entries dated 06/14/2024) does not hold a FAA A&P certificate or Inspection Authorization. The non-certificated mechanic fraudulently signed off the work and returned the aircraft to service using his deceased fathers A&P IA certificate number, his father passed away in 2007.

