



Federal Aviation Administration Inspector's Report

From: Matthew T. Bishop

Date: February 28, 2025

Re: N30413 Accident

Overview:

On February 28th, 2025. I joined the assigned accident investigation team as an Aviation Safety Inspector. To conduct on scene investigation of aircraft N30413.

On Scene Investigation:

On February 28th, 2025. I joined the assigned accident investigation team for aircraft N30413 as an Aviation Safety Inspector. Once on scene of the accident location. I was assigned to conduct engine continuity test. On initial visual inspection, engine could not fully be rotated due to one blade of the prop being bent back beyond 45°. Carb heat duct had been crushed on impact. Operation of carb heat could not be verified due to the crushed duct. All carb heat components were accounted for. Removed #1- and #2-cylinder valve covers to verify continuity between the camshaft and the crankshaft. Valve train operated with no noticeable defects. Collected fuel sample by draining the gascolator, water was present in the fuel sample collected from the gascolator. Verification of fuel in the main tanks right wing was completely empty. Left wing appeared to have roughly 1/3 fuel remaining in tank.

In-Office Investigation:

None.

Conclusion:

[REDACTED]

Attachments:

None.



Federal Aviation Administration Inspector's Report

From: ASI, PMI Christopher S Zalusky

Date: February 28, 2025

Re: Inspection of N30413, Pleasanton KS

Overview:

On February 20, 2025, Aircraft N30413, a Cessna 177, lost engine power and landed in a pond near Pleasanton, Kansas.

On Scene Investigation:

On February 28, 2025, I was one of a three Airworthiness Safety Inspector from the Wichita FSDO dispatched to inspect the aircraft. We arrived around 9:30 am and the recovery team was starting to pull the aircraft out of the pond and they finished around 1:00 pm. I took the following actions.

I performed a walk around visual inspection of the aircraft, noting that lower left front of the fuselage had impact damage. The nose section was bent down around 20 degrees from normal. The nose landing gear was bent under the fuselage and LH landing gear was missing the wheel assembly.

Visually inspected the interior of the aircraft, noted there was several loose items behind the pilot seat, including the copilot seat and other miscellaneous items.

Performed a flight control continuity check, all flight control movements checked okay

Verified that the Aux Fuel Pump switch was on, Carb Heat was pulled to the on position, Fuel Selector was in the "Both On" position.

Was able to drain a sample of fuel from the engine fuel filter housing, it contained visible water contamination.

Verified fuel caps were installed and in proper working order on both RH and LH wings. After leveling the aircraft, attempted to sump the right wing but no fuel would drain out. Removed the wing drain and discovered there was no fuel in the RH wing. Attempted to sump the left wing and no fuel would drain out. Removed the wing drain and fuel did drain out. A fuel sample was captured and there was no contamination noted. There was estimated to be at least 5 gallons of fuel remaining in the wing.

In-Office Investigation:

Conclusion:

[REDACTED]

Attachments:

None.



Federal Aviation Administration Inspector's Report

From: Bobby D. Warren

Date: February 28, 2025

Re: N30413 Accident February 20, 2025

Overview:

On February 20, 2025 N30413 experienced a loss of power and landed in a pond near Pleasanton, KS.

On Scene Investigation:

Arrived on scene February 28, 2025, at approximately 9:30 am. The aircraft recovery crew finished pulling the aircraft from the pond onto dry ground at about 1:00pm. The following actions were taken by me.

Took several photos as I walked around the aircraft for general condition observation. The nose section and front lower left of the fuselage had impact damage with the nose section bent down at about 20 degrees or so and nose gear pushed up under the aircraft. Other than the left wingtip, the wings, control surfaces, horizontal and vertical stabilizers appeared to be free of impact damage.

Verified the engine driven fuel pump was intact and appeared to be functional with no apparent damage.

Visually observed the airbox at the carburetor was crushed by impact damage. The air intake hose separated from the airbox at the carburetor. The hose clamp for the air intake hose was not present. Inspector Matt Bishop removed front two valve covers. With limited propeller rotation available, verified engine valve train movement when propeller was moved. Reinstalled valve covers.

The ignition system was intact with no apparent impact damage. Removed left and right mags. Confirmed at least right magneto produced spark when spun. Reinstalled magnetos.

Initial attempt to sump fuel from the right tank noted no fuel would drain through the sump fitting. Removed sump fitting and found it to be functional. The aircraft was resting with the

left wingtip on the ground due to left main gear missing. No fuel came from the right fuel tank even when the left wing was lifted to level the aircraft. Reinstalled sump fitting.

Initial attempt to sump fuel from the left tank noted no fuel would drain through the sump fitting. Removed sump fitting and found it to be functional. The aircraft was resting with the left wingtip on the ground due to left main gear missing. When the left wing was lifted to level the aircraft fuel, came out of the sump fitting hole. Estimated approximately 5+ gallons of fuel available in the left wing. No visible contaminants found in the fuel. Reinstalled sump fitting.

The fuel selector was in the “Both” position. There was visible contamination (water) in the fuel removed from the engine fuel filter housing by Inspectors Chris Zalusky and Matt Bishop.

In-Office Investigation:

Conclusion:

[REDACTED]

Attachments:

None.