



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Inspector Statement
Of
Mark C. Ricker
10/17/2014

On 9/24/2014, I was assigned to investigate the accident involving N95480 which reported missing on 9/16/14. The aircraft was found in the vicinity of Ft. Gaines, GA. The Inspector arrived on scene at approximately 1530 on 9/24/14.

The Inspector was escorted to the scene via boat by the GA Department of Natural Resources Officers. The plane was located approximately 5 miles south of Franklin Landing in Alabama on the Chattahoochee River. The plane was found in the river about 15 feet under the surface on the Georgia side of the river. Both the pilot and passenger were still inside the aircraft. The pilot was most of the way out of the aircraft, but one of his feet was still lodged inside the aircraft. The US Army Corps of Engineers was requested to assist with the extraction of the aircraft from the river. Once the Army Corps arrived they lifted the aircraft from the river onto their barge. Both the pilot and passenger were extracted from the aircraft by the Clay County, GA Coroner's Office. Both pilot and passenger were fatally wounded as a result of the accident.

The Aircraft was relocated to the US Army Corps of Engineers dock for the evening until it could be released to the NTSB on 9/25/14.

On 9/25/2014 the aircraft was released to the NTSB and relocated to Atlanta Air Salvage, Griffin, GA.

On 9/26/14, Inspector and NTSB participated in aircraft teardown to assess the aircraft. During inspection of the logbooks it was noted that aircraft had an annual inspection performed on 8/9/14. The airframe logbook could not be located. However the NTSB did verify that the airframe was inspected during that annual. An AD listing was found with dates of compliance. During the teardown, the Inspector did verify continuity of the flight and engine controls. The engine was removed and disassembled with no defects noted. The propeller exhibited signs that it was indeed turning at the time of the accident. The Inspector was able to determine that at least one magneto would spark. The Inspector did note that the fuel sight gauge was folded back with the sight gauge indicating an empty tank.

Both pilot and passenger were wearing their seatbelts; however neither individual was wearing a shoulder harness.

During the investigation it was revealed that the pilot and passenger had intended to fly from Headland Airport, AL (0J6) to Eufaula Airport, AL (F08) and return to Headland (0J6). The aircraft took off from Headland and did not arrive in Eufaula. The Pilot did attempt to purchase fuel at Headland the day of the accident, but had trouble with the fuel pump and only took on \$0.54 based on records obtained from the airport manager at Headland.

The Pilot was Steven Alec Haase, Certificate [REDACTED] was certificated with an ATP and current Medical Certificate was dated 7/23/14 which was a first class medical. The passenger, David Michael Marlow, Certificate [REDACTED] was certificated with an ATP; however no medical is on file with the FAA.

Upon meeting with the Coroner at the GBI Crime Lab in Macon, GA; it was determined that Mr. Haase was in the PIC position in the aircraft. However, as the aircraft had controls in both positions, the Inspector cannot determine who was in control of the aircraft at the time of the crash.

The Inspector has attempted to obtain medical records from the US Army via the military liaison at the FAA Southern Region, with no success thus far.