

Inspector Statement for N1CY

On August 6, 2014 Inspectors James Boles, Gerald Lietzke and myself were requested to assist in the investigation involving a fatal aircraft accident involving a Globe Swift with a N# 1CY. We arrived at the aircraft located on the east end of FL84 (Flying A ranch airport) at approximately 10:00 AM. Also present was the Continental Engines Tech. Rep. John Kent, NTSB investigator Paul Cox and Victor Yates (Friend of pilot/Mechanic who had signed off the annuals).

A plastic tarp, covering the cockpit and engine was removed and it was noted that the upper cowl had been previously removed. Large quantities of dried mud were observed in the lower areas of the damaged engine compartment. The lower engine cowling was removed by Mr. Yates and the carb air box was noted to be extensively damaged by the impact. The sparkplugs, rocker covers, carburetor, engine fuel pump and oil filter were removed from the engine. An engine continuity check was performed as well as a function check of the engine driven fuel pump was performed all by Mr. John Kent with no defects noted.

The fuel pump inlet adapter fitting was noted to be slightly loose at this time but no fuel staining was noted. Inlet and outlet hoses were removed and small quantities of clean fuel were noted in both. The fuel pump was noted to be seeping oil at the pump arm hinge pin on pump housing. (2" on to crankcase) Note: Engine was angled down on at least a 20 degree angle due to the damaged fuselage. Fuel pump was removed, disassembled and inspected with no defects noted of the diaphragm, check valves or screen. (Clean, no indications of water or corrosion)

A thumb compression check and valve train functional check (rocker covers removed) was performed with no defects noted. A magneto check and engine control function check was performed with no defects. Carb heat control could not be tested due to damaged air box.

It was also noted during the cockpit checks that the Magneto switch was found placed in the "right magneto" position and that the switch did not have the required "Off, LH, RH, Both, Start" placard installed. Also the switch was clocked in a nonstandard position approximately 30 degrees left of the normal position. (Normally "Off" being at about the 10:00 position.)

The upper fuselage fuel vent was tested and inspected and found to not be blocked. Gas cap seal was inspected and appeared to be in good condition.

The carburetor was removed and disassembled. (Aft left attachment nut was missing its cotter pin and nut was found to be loose.) However no fuel staining was noted at upper base of carb and manifold. The drain plug was removed and approximately 4 oz. of water was drained from bowl. The carburetor was then disassembled and a small quantity of water was noted with areas of dark algae floating in the remaining water. Rust was noted on the mixture control valve flex cable and internal surfaces of the drain plug.

During the cockpit/engine check it was noted that the aircraft was equipped with a fuel boost pump switch. A Facet electric fuel pump was found installed in the lower belly near the center wing spar of the aircraft. The electric pump filter was removed and no contamination was noted. The center wing header tank quick drain and the center fuel strainer contained no water or contamination.

A brief records review was performed and the following was noted. No documentation could be located for the installation of the electric fuel pump. The Cessna seats and tracks were signed off using an outdated AD 1987 note. The AD was superseded in 2011. Additionally it was noted that the seat belts in the aircraft no longer had any TSO-22() or ID tags affixed to them and appeared very dated. Note: The inboard pilots seat belt attachment stitching failed during the accident.

All the aircraft maintenance records and logbooks were in detained and in the possession by Mr. Paul Cox from the NTSB along with the damaged seatbelt.


[REDACTED]
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