

INSPECTOR'S STATEMENT

ACCIDENT NUMBER: ERA16LA145

SUBJECT: AIRCRAFT ACCIDENT

REGISTRATION NUMBER: N8115T

MAKE MODEL: Cessna 175B

On April 2, 2016 notification was made to the Federal Aviation Administration of an aircraft accident in Lucedale, MS.

The aircraft registration number was N8115T. The accident location was in field close the address of [REDACTED] Lucedale, MS [REDACTED]. The pilot was the only person on board the aircraft. He had no injuries. The aircraft was sustained substantial damage.

The following items were discovered during the initial FAA data base query

1. The pilot has a Commercial pilot certificate number [REDACTED].
2. The aircraft registration is Pending due to when the FAA Form 8050-1 was submitted, Received by FAA registration office dated 1/08/2016 was not signed and dated in INK.

On April 04, 2016, at approximately 11:40 a.m., Inspector Brian Young and I arrived at the accident site.

Once at the accident site, I observed the following items.

1. The aircraft wreckage was in a cow field at the end and on the left side of the road.
2. The nose gear was detached from the aircraft.
3. The aircraft propeller blades appear that the engine was not making power.
4. The aircraft firewall and the right side was damaged.

I spoke with the people listed below; he provided the statement listed below their names.

Mr. J. Price (Lives in the area and saw and heard the aircraft)
Date of Conversation: 4/04/2016

Record of Conversation on file:

Additional Information

04/06/2016 I return to Lucedale to continue the aircraft inspection and recovery with Todd Thaxton and one other employee of Atlanta Air Recovery and Storage.

The following things were noted during the inspection.

1. Fuel sample from the sump drain was in good condition.
2. Fuel sample from the left and right tanks was in good condition.
3. Fuel selector was in the BOTH position and the detent felt good.
4. We did find the fuel in both tanks.
5. Fuel sample from the fuel strainer was in good condition.
6. Fuel sample from the carburetor bowl was in good condition.
7. The throttle was pulled out and the throttle cable worked normal.
8. The mixture did not work normal. The mixture control in the cockpit was pushed in for full rich but the mixture control lever on the carburetor was in the full lean position. When the mixture control in the cockpit was pulled out (full lean) the mixture lever on the carburetor did not move the first time. After the Mixture control in the cockpit was pushed back in the Mixture lever on the carburetor only travel half the distance of full travel.
9. We found the mixture cable clamp for the mixture cable on the end that is connected to the carburetor to be clamped to a black plastic protected sleeve and not the cable allowing the mixture cable housing to move and not the cable to move the mixture control on the carburetor.

After we completed the aircraft inspection, the aircraft was released for recovery by Atlanta Air Recovery and Storage.


Albert L. McCray
Airworthiness (Avionics)
ASW-FSDO-31