

Inspector Statement

October 11, 2016 the Nashville Flight Standards District Office was notified of an airplane that had crashed into a river in Knoxville, TN. Inspectors Aaron deVogel and Rick Horner left Nashville and head to the scene arriving just before dark on the same day.

The aircraft was recovered from the water on October 12, 2016. A diver from the Knox County rescue team wrapped a strap around the crankshaft flange on the aircraft. The aircraft was pulled approximately 30 feet to the shoreline and then lifted vertical and placed on the bank next to the river.

Inspector deVogel performed the following checks and observations of the aircraft:

- Checked continuity of the both ailerons, the rudder and the elevator. With the wings being twisted and broken away from the fuselage the recovery crew straightened the wings to where they should be and continuity was verified.
- The ELT was in the off position when recovered from the water.
- The propeller rotated several times with no noticed issues.
- The spark plug leads were removed but the recovery crew did not have the tools to remove the spark plugs.
- The throttle was found in the forward position. Inspector Horner moved the throttle several times and Inspector deVogel verified the movement on the throttle body.
- The mixture was found full rich. Inspector Horner moved the mixture several times and Inspector deVogel verified the movement on the throttle body.
- Fuel flow was verified thru the gascolator.
- The aircraft right wing had power lines still imbedded approximately 3 feet inboard of the wing tip.
- The aft portion of the fuselage was bet 90 degrees to the left side of the aircraft with power lines wrapped around the tail wheel.
- Power lines were strung over the nose of the aircraft across one blade propeller.

On October 20, 2016, Inspector deVogel traveled to AMF Aviation in Springfield, TN:

- The sparkplugs were removed by an employee of AMF Aviation and compression was verified by placing a thumb over the sparkplug hole and rotating the propeller.
- With the sparkplugs removed, the sparkplug leads were attached back to their corresponding sparkplugs to verify spark. No spark was noted at that time. (The aircraft was submerged and possible corrosion has set up inside the magneto. The magnetos were not disassembled at that time).

The above statement is based on my memory and notes from the accident.