

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 3:00 AM	DATE 07/14/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Thomas Kuhns, FAA IIC, FSDO SO19		ROUTING	
		SYMBOL	INITIALS
SUBJECT N80457 Accident, On scene observations.			
DIGEST I arrived to the scene of the accident which was reported to be at 6747 Crandon Boulevard, Key Biscayne, Florida on July 14, 2017 at approximately 03:00L. The actual location of the aircraft was found to be at N25 42'37.10" and W80 9'21.50". The aircraft was a Cessna 172M, Serial Number 17266596, Registered to C&G Aircraft Parts Inc. The aircraft attempted to land on the northbound side of Crandon Blvd due to reported engine trouble. The aircraft struck a metal light pole with the right wing, tree branch with the propeller spinner and two other small road signs with the left and right wing. The aircraft was found resting in an upright position, with the right hand wing very low due to damage of the right hand wing strut. The engine mounts were broken and the firewall bent allowing the engine to point downward at approximately a 30 degree angle. There was minor evidence of oil on the ground and on the bottom of the engine cowling. There was no evidence of oil on the fuselage or outside of the engine cowling. There was no visual evidence of fuel inside the left hand fuel tank when viewed through the filler port. There was a significant amount of fuel visible through the filler port of the right hand fuel tank.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 07/19/2017	TITLE Aviation Safety Inspector, SO-19	SIGNATURE 	

Page 2. Continuation, N80457 Accident, On scene observations.

Both fuel caps were found installed and there was no evidence of fuel leakage. The fuel strainer drain knob was pulled momentarily and a fluid flowed out of the strainer which appeared to be fuel. The fuel selector valve was found in the "BOTH" position. There was approximately 10 gallons of fuel drained from the right hand wing and less than one gallon drained from the left hand wing. The wings were removed and aircraft transported to a hangar at KTMB for clearing of the scene and further investigation.

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RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 10:00 AM	DATE 07/17/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Thomas Kuhns, FAA IIC, FSDO SO19		ROUTING	
		SYMBOL	INITIALS
SUBJECT N80457 Accident, Aircraft Systems Investigation Observations.			
DIGEST I arrived to the hangar at KTMB where the aircraft was being stored after removal from the accident scene. With the assistance from a mechanic with C&G Aircraft Maintenance, I continued with the investigation. As previously noted during the on scene observations, the engine mount was broken with the engine being held up by a flexible line. The left magneto had three of the four plug wires severed. It is suspected that this occurred when the engine struck the tree branch, the mounts broke and the engine rotated aft pinching these wires against the edge of the metal battery box. The engine was rotated through using the propeller. Rotation was smooth, compression cycles felt as expected and magneto impulse couplers were heard popping as expected. No additional physical damage or fluid leakage was noted around the engine. The integrity of the left and right fuel tank supply lines from the wing root down through the selector and to the fuel strainer was verified to be good. The fuel tank strainer, P/N 0422130, was removed from the right fuel tank. There was a blockage inside of it. When I attempted to blow through it, little to no air passed. I inserted an allen key into the hole which dislodged some organic material. A closer examination of the material with a magnifying glass revealed that the material appears to be pieces of a tree leaf along with some lint like material.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 07/19/2017	TITLE Aviation Safety Inspector, SO-19	SIGNATURE 	

Page 2. Continuation, N80457 Accident, Aircraft Systems Investigation.

We proceeded to remove the strainer from the left wing fuel tank and this was found to be free of debris. In addition, we removed the filter from the fuel strainer located on the engine fire wall and this was also found to be free of debris. The debris appears to be confined to the right hand fuel tank strainer.

The debris and blockage in the right hand fuel tank strainer was significant enough to explain why there was fuel remaining in the right hand fuel tank with the left hand fuel tank dry and the fuel selector in the both position.

The following products were identified on this aircraft:

Engine

manufacturer: Lycoming Aircraft Engine

Model: O-320-E2D

Serial Number: L-43887-27A

Propeller:

Manufacturer: McCauley Propeller

Model: 1C160/DTM7553

Serial Number: AIH44004

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