

Inspector Statement

Todd T. Pryor
ASI / BHM FSDO / SO-09
August 19, 2017

Subject: Aircraft accident N9176L Bellanca Champion 7ACA, Southeast off the end of Runway 19 in Fairhope Alabama (KCQF). Occurrence date: August 18, 2017 at approximately 17:10 hrs local. Aircraft positioned 2882 feet at a heading of 141 degrees from the end of runway 19.

Follow-up Investigation: August 19, 2017 at the Fairhope Airport Tie-down location as follows.

Propeller: McCauley 71-46 severe impact damage with one blade bent aft under aircraft and the other bent aft just slightly on outboard edge.

Spinner: Spinner no damage.

Fuselage: Forward fuselage bottom damage, Engine cowl damage on bottom with severe impact to contact engine. Instrument panel has severe dent from the front position seat head impact.

Wings: Right wing strut bent and collapsed in multiple points. Minor damage to right wing, no damage to left wing observable. Aileron continuity was confirmed at the control stick.

Horizontal Stabilizer: No damage, Elevator continuity was confirmed at the control stick.

Vertical Stabilizer: Vertical stabilizer no damage. Rudder continuity was confirmed at the rudder pedals.

Landing Gear: Right main landing gear bent upward to level of fuselage.

Engine : Engine turned over by hand freely, no oil in oil sump from bottom quick drain activation during impact, clean oil residue on dipstick noted. Gascolator had good fuel, no water with just a slight amount of normal filtered particles and normal screen. Magneto key switch activated with magneto timer box with normal operation of the key switch "P" lead system. Primer was in and locked. Carburetor heat knob was pushed in. Throttle full open.

Summary: I arrived on Saturday morning August 19 2017 and observed Nina McBride at crash site and took some pictures. The aircraft was moved over the Fairhope Airport that afternoon. I then arrived at the Fairhope Airport on Monday the 21st morning where the aircraft was place on a tie-down on the south ramp and conducted the follow-up investigation.

The aircraft engine was released by Leah Read from the NTSB. I observed the Continental Engine shop mechanic disassemble investigative items. The engine was removed from the aircraft and loaded into the company van for transport to factory analytical department quarantine area for future test stand run-up testing.

Todd T. Pryor -- FAA Aviation Safety Inspector --SO09

