



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

September 4, 2018

Subject: ERA18LA233, N1537U, Cessna 172M, August 26, 2018, New Kent, Virginia.
Record of conversations with FAA Inspectors Nikolas Kubli and Randy Clark, of the Richmond Flight Standards District Office.

On August 27, 2018 Mr. Kubli provided the following information via telephone:

The accident pilot was on his second flight of the day. He had flown with an instructor earlier in the day. The accident flight was a solo cross county flight.

Witnesses at the airport reported hearing the engine running and observing the airplane in a steep (about 70 degrees) left bank turn and veering to the left (south) of runway 29 before hearing an impact.

It was not clear if the pilot was performing a landing, go-around or a touch and go. It struck a powerline just prior to impact, about 700 feet south of the runway centerline, about midfield, right next to the fixed base operator building. The airplane came to rest in a nose down attitude with the fuselage fractured and separated into 2 parts, just aft of the rear window. Both wings were substantially damaged and crushed aft, the left wing was partially separated near its root. An outboard section of the left wing and aileron, about 3 feet long was fracture separated. The outboard 3 feet of left wing and aileron were separated. The forward fuselage was crushed aft.

The pilot took his logbook with him to the hospital.

On September 4, 2018 Mr. Clark provided the following information via telephone:

He verified flight control continuity from the cockpit area to the control surfaces. Both control yokes were separated and dislocated. The flaps were retracted. The engine controls (throttle, mixture, carburetor heat) were all in the full forward position.

Additionally, photographs provided by Mr. Clark show:

The fuel selector was found in the "Both" position.

One propeller blade had leading edge gouge marks from about mid span to the tip. The other blade was inaccessible underneath the wreckage.

The elevator trim tab was displaced about 1" trailing edge up (airplane nose down).

The heading from the initial ground scars to the main wreckage (from photos and google earth) was about 85 degrees magnetic.

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