



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards Service
General Aviation Safety Assurance
General Aviation H (AFG-800)
Orlando FSDO-15
[REDACTED]
Orlando, FL 32819-9060
[REDACTED]

September 27, 2018

FAA Inspector Statement

Dear Inspector Strickland:

On September 27, 2018, inspector Gerald Lietzke traveled to the Deland Airport, (KDED) and inspected N752VK, a 2012 Vernon W. Knott Zenith Ch750 S/N 75-8435 and the Viking 110 engine. Photographs were taken and forwarded to you.

The aircraft was found disassembled, with its wings removed. Both wings had extensive damage to the attach points, internal structure, skins and controls. The fuselage had damage to the nose gear/firewall and lower structure back to the seats. The vertical stab and rudder were found crushed and the lower aft tail cone skins were torn away from the structure. The cowlings were damaged as well as 2 blades of the 3 blade Warp Drive 914 propeller were broken off near the hub.

An inspection of the electrical system and voltage check was performed by A&P [REDACTED] and myself of the aircraft's two batteries. That check indicated that they were discharged, with battery one at .75 volts and battery two at about 7 volts. The batteries were then charged and the engine started. The alternator was found to be charging normal with bus voltage greater than 13.5 volts.

The pilot (Herbert A. Weems [REDACTED]) was asked if he may have left the ignition switch in the (unlabeled) "off" position by mistake. He stated that he could not remember for sure. The pilot was then asked if a takeoff/run up checklist or pilot operating manual was used before the take-off. He stated that he does not have or use one. None of the switches or controls are placarded as to their function in the cockpit.

A review of the aircraft records indicated the engine had been installed 55.8 hours ago and the aircraft has 700.9 hours total time. The last condition inspection was accomplished 10/21/2017 by A&P [REDACTED] at 650 hours total time. The sign off did not appear to be per the statement requirements of paragraph 23 of the Operating Limitations. However, the current operators Operating Limitations could not be located. The previous owners Operating Limitations (Based at X50, Massey Air Ranch (within 25 miles) vs Deland, DED the current base) were being utilized by the current operator. Additionally the current registration card could not be located.

Sincerely,

GERALD LIETZKE Digitally signed by GERALD
LIETZKE
Date: 2018.10.04 10:44:54 -04'00'
Gerald Lietzke
Aviation Safety Inspector