



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

February 19, 2019

Subject: N7414N, Cessna 172E, 02/10/19, Lignum, Virginia, NTSB Investigation ERA19TA098
Record of Conversation with Federal Aviation Administration Inspector Ramon Smeltz,
Richmond Virginia Flight Standard District Office

Inspector Smeltz provided the following information on 2/19/19 via telephone:

The flight was a training flight with a student, there was also a passenger in the rear seat. The instructor was demonstrating stalls at 3,000 ft mean sea level. The carburetor heat was on. During recovery the instructor advanced the power, the engine "coughed", the instructor advanced the throttle further, and the engine stopped. During the forced landing the right wing struck a telephone pole.

All major components of the airplane were present at the accident site. The right wing was bent upward outboard of the wing strut, with leading edge damage forward of the aileron. The left wing was substantially damaged and bent upward outboard of the aileron. The fuselage was buckled on the right side at the right wing root area. Fuel with a blue tint was present in both the left and right fuel tanks and the gascolator. The throttle, mixture and carburetor heat controls were intact and continuous from the cockpit controls to the engine. Fluid could be heard flowing as the throttle was moved forward, consistent with the accelerator pump operating. The primer operated normally with no leaks observed. The carburetor heat actuator and door moved freely, and all ductwork from the exhaust to the carburetor was intact. He rotated the crankshaft by hand via the propeller and could hear the magneto impulse coupling operate. On the following day the FAA inspector successfully started and operated the engine which remained installed in the airplane with the complete fuel system (and remaining fuel) still intact. He operated the engine through the normal runup procedure and up to full power, with no anomalies noted.

A cylinder was replaced during the last annual inspection.

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