

Accident Report

N2876Q

CE-172L – s/n – 17259876

On December 3, 2019, Memphis ARTCC reported an accident to Regional Communication Center (ROC), at approximately 2130 pm local time. On December 4, 2019, my Front Line Manager (FLM) informed me of the accident, at approximately 0545 am. I left the Jackson Flight Standards Office (FSDO) around 0600 am. I arrived on scene approximately 0930 – 1000. The aircraft had been moved 6 miles down the road to a private location in Hickory Flats, MS. Upon initial inspection the right wing was heavily damaged. The right wing strut was bent and both leading edges on the wings were dented. The nose wheel was broken off the aircraft. The left side of the fuselage, aft of the main landing gear has major damage. The vertical stabilizer has damage. The pilot seat brackets that hold the seat-to-seat track were broken. I inspected the wing tanks for fuel and fuel at the gascolator. There was no water observed in the fuel. I remove the cowlings and general looked over the engine. The propeller had no signs [REDACTED] at the time of the accident (photo 4 / IMG_1847). I removed plugs on the right side to check spark. No spark was seen. I then took pictures of the aircraft. When Mr. Jewell arrive we removed two more plugs from the right side and rotated the propeller and found the right magneto was fire on the bottom left bank and upper right bank of cylinders. We were going to attempt to run the engine, when it was observed the carburetor base was cracked and the mounting studs were bent. It was observed the carb heat was out, throttle was at idle, and the mixture was pushed in. When the master switch was in the on position, the left fuel gauged read about a Quarter full and the left showed empty. The left tank reading [REDACTED] during the accident.