

[REDACTED]

Falmouth, KY

July 12, 2020

Cessna 177-A

N30309

NTSB Accident # ERA20LA245

FAA Accident # ACE1720010

FAA Inspector Statement

Contacts:

NTSB IIC:

Timothy Monville

[REDACTED] (Office)

[REDACTED]

FAA IIC:

Silvestro Mumfrey

[REDACTED] (Office)

[REDACTED]

Bracken County KY, Sheriff:

Deputy K. Dolen

[REDACTED] (Office)

[REDACTED]

Bracken County EMS:

David Stiklen

[REDACTED] (Office)

[REDACTED]

Pilot:

Ronald Redmon

[REDACTED] Cell

[\[REDACTED\]](#)

Owner:

Craig Weikel

[REDACTED] (Cell)

[REDACTED]

FAA Frontline Manager

John W Cox

[REDACTED] (Office)

[REDACTED]

Witnesses:

(No Witness identified or noted)

History of Flight:

On July 12, 2020, at approximately 1623 UTC, a Cessna 177 A, N30309, operated on a VMC flight from Elizabethtown Airport (KEKX) to Clermont County Airport (I69). According to the Pilot's statement to FAA Inspector in Charge (IIC) from the Louisville Flight Standards District Office (FSDO), the aircraft experienced a momentary loss of power. He activated the carburetor heat, which seemed to remedy the problem. A few minutes later, the engine experienced a total loss of power. He then made an emergency landing in a field with a slight incline. Ground scars indicate the nose gear contacted a depression and broke off causing the aircraft to flip over. (See attached Pilot's statement) The only occupant was the pilot who holds a private pilot certificate. He was uninjured during the accident. The aircraft sustained substantial damage; however, there was no post-accident fire and property damage to the field was minimal.

Aircraft History

The aircraft was previously located at the Elizabethtown Airport (KEKX) and purchased by Student Pilot Mr. Craig Weikel. Student Pilot. Mr. Weikel planned to have the aircraft repositioned to Claremont County Airport (I69) where he would complete his private pilot training in this aircraft. Mr. Weikel asked Mr. Ronald Redmon, Private Pilot Certificate, # [REDACTED] who also owns a Cessna 177 aircraft, to reposition the aircraft to Clermont County Airport (I69)

Pilot Information:

Federal Aviation Administration (FAA) records indicate that the pilot Mr. Redmon holds a Private Pilot Certificate, # [REDACTED] issued December 2006. Third Class Medical, dated March 2020. The pilot has no restrictions.

Passenger Information: N/A (None)

Aircraft Information:

According to FAA records, aircraft N30309, Serial No. 17701186, is a 1968 Cessna, Model 177A, configured with a Lycoming O-360-A2F engine and a McCauley, 1A170EFA propeller. The aircraft received FAA certification August 09, 1968 in the Normal & Utility Category.

Aircraft: N30309

Aircraft Total Time: 2221.6 Tach Hours. 00192.5

Engine Time Since Overhaul: 155.6 SMOH (Last Engine Maintenance Entry 07-10-2020)

Engine Total Time: unknown

Airworthiness Certificate (Type): Standard

Registration information:

Current Registration: Aircraft Registration Application completed-applied 06/26/2020

Last Annual Inspection: 07/08/2020

Airworthiness Directives Status: 07/08/2020 (AD Compliance Record attached)

ELT Status - 10/09/2019

Part 91 Checks Altimeter 91.411: 06/03/2020

Part 91 Check 91.413: 06/03/2020

Meteorological Information:

Weather Query from OGIMET indicates that at 14:58Z, the weather reported SA 12/07/2020 14:52 METAR KCVG 121452Z VRB06KT 10SM SCT020 SCT100 SCT150 24/18 A2986 RMK A02 SLP103 TO2390178 56004 \$=
(Weather Report Attached)

Accident Location:



Imagery ©2020 Maxar Technologies, Map data ©2020 50 ft

Latitude and longitude approximately 38.641834, -84.197831

Wreckage and Impact Information:

FAA Inspector in Charge (IIC) examined the wreckage on scene on July 12, 2020 and all major components were accounted for at the scene.



Image courtesy of FAA



Image courtesy of FAA



Image courtesy of FAA

Propeller:

The propeller indicated no “S” bending or apparent damage consistent with impact with terrain during rotation, except to the spinner due to impact.



Image courtesy of FAA

Engine:

The engine was intact and connected to the mounts. The cowling was still in place, and exhibited minor damage.



Image courtesy of FAA

Left Wing:

The Left wing leading edge and outboard section received substantial damaged during impact indicative to a “flip over event.” Due to the wing being inverted, fuel tank level could not be determined. However, no visual evidence of fuel was observed leaking from the wing, fuel cap or vent system. No “browning” or “wilting” of the grass around the wing or engine area was observed.



Image courtesy of FAA

Right Wing:

The Right wing leading edge and outboard section received substantial damaged during impact indicative to a “flip over event.” Due to the wing, being inverted fuel tank level could not be determined. However, no visual evidence of fuel was observed leaking from the wing, fuel cap or vent system. No “browning” or “wilting” of the grass around the wing or engine area was observed.



Image courtesy of FAA

Tail Section: (Vertical Fin)

The Vertical Fin received moderate damage during impact indicative to “flip over event”



Image courtesy of FAA

Cockpit:

The cockpit instrument panel was intact; and did not exhibit distortion or damage due to impact. Continuity of the flight controls was established. Mixture control, carburetor heat and throttle continuity was established.



Image courtesy of FAA

On Site Observation:

The wreckage was recovered and moved on July 14, 2020 by AMF Aviation, LLC personnel under the direction of the Brown and Company USA, Inc and in concurrence with NTSB, from the accident site to their location at Springfield Robertson County Airport. FAA IIC. was present during the recovery (Email correspondence attached)

During removal of the wings by AMF Aviation, LLC during the recovery process, it was noted that a very little amount of fuel came out when the B-nuts were loosened on both wings at the fuel tanks. Both wings were removed and up righted, the fuel tanks were observed to comply with Airworthiness Directive (AD) 79-10-14 R1 with vented fuel caps. (See AD Compliance Record Attached) The fuel caps were removed and no fuel was visible in either fuel tank. There was no evidence of fuel leakage in the grass under or around the wings. No “browning” or “wilting” of the grass around the wing areas was observed.



Image courtesy of FAA

After up righting the aircraft visual observation of the engine indicated no visible damage to the engine due to impact. Rotation of the propeller indicated reasonable compression on each cylinder and the magneto impulse coupling was heard to “snap”. Approximately 2 ounces of fuel consistent with the smell and color of AVGAS was drained from the carburetor float bowl and approximately 4 ounces of fuel drained from the fuel sump on the firewall. No water or contamination noted. *(See AMF Aviation Statement Attached)*



Image courtesy of FAA

Further Examination:

After recovery, the aircraft was transported by AMF Aviation, LLC from the accident site to their location at Springfield Robertson County Airport, Springfield, TN. for further examination.

On July 17, 2020, FAA IIC returned to the accident site, and did not notice any appreciable browning of vegetation due to fuel leakage.

On August 19, 2020, an Aviation Safety Inspector (ASI) from the Nashville Flight Standards District Office (BNA) was present at AMF Aviation for further examination and observation. A temporary fuel tank was fashioned and the aircraft was observed to start and run at various power settings with no anomalies. *(See attached ASI Observation Statement)*

Supporting Documentation and Witness Statements:



8020-9 N30309.pdf



Brooksville Vol Fire
Dep 7-12-2020 Plane



Re_ N30309 Sherrif
Statement.pdf



Sherrif Report CAD
2020002427.pdf



N30309 Pilot Report
email.pdf



N30309 Owner
statement email.pdf



Re_ N30309
Elezibathtown Fuel Re



RE_ N30309
Mechanic annual insp.



AD Compliance
Record.pdf



N30309 Chris
Ferrarraccio AMF State



Record of
conversation Doug an



Re_ N30309 dipstick,
ERA20CA245 AMF Chr



FAA Inspector Salas
Ebngine Run Statement



629056 DRA 2.0.pdf