



MEMORANDUM FOR RECORD

FAA Inspector Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: July 25, 2021

Call From: Derek Jackson, FAA Inspector, Charlotte, NC

Contact # [REDACTED]

NTSB Accident Number: ERA21LA297

The following is a summary of a phone call from Inspector Jackson:

Inspector Jackson stated that he was at the accident site yesterday and the area that the airplane was in is called a cull ash pond. It is a very fine, dark gray sand which compacts easily. He stated that the pilot performed his forced landing there. The left wing was bent upward. It appeared from the ground scars that the left main landing gear hit first, then the nose and then the right landing gear. The nose landing gear separated at impact. The airplane appeared to have slid momentarily, and the right wingtip sustained damage also. He stated that the airplane likely cartwheeled to the right and caught the right wing. The airplane came to rest inverted, facing the approach path.

The inspector stated that the pilot had just recently installed a shoulder harness and he was wearing it at the time of the forced landing.

The inspector stated that the pilot told him that the engine went to idle, and he could no longer manipulate the throttle to add power. He was present for the airplane's recovery and when they righted the airplane, given the pilot's statement, he examined the airplane and looked at the carburetor area. He observed that the throttle cable was missing the bolt. The pilot was on site during the airplane's recovery and spent an hour looking for the bolt, washer or nut but found nothing. He stated that the pilot just recently purchased the airplane.