



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 09/08/2022

Subject: ERA22LA401

Contact: Arnold Wolfe, FAA FSDO, North Olmsted, OH

Mr. Wolfe was interviewed via telephone. He stated that the accident happened on September 3rd, and he did not examine the airplane until September 6th. Some airport flight instructors noticed that the rotating beacon was still activated after the accident. They went to the airplane and shut everything off, including the fuel selector, to prevent a postcrash fire.

He stated that during initial climb from a touch and go, about 50 ft agl, the engine lost power. There was enough runway remaining to land, but the airplane impacted hard on the runway.

Mr. Wolf stated that when he examined the airplane in a hangar, it was tilted left as the left landing gear was sheared off. He observed fuel in the left tank but could not see in the right tank. He is going to ask a mechanic to take a closer look at the fuel quantity in the right tank. Mr. Wolf observed one propeller blade bent and one undamaged. He was able to rotate the propeller by hand and confirm continuity to the rear accessory section. He did not observe any anomalies with the spark plugs, oil filter, or fuel filter. He also noted fuel in the carburetor bowl and that the air filter was dirty.

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Date: 12/13/2022

Subject: ERA22LA401

Contact: Mitchell Ault, Ault Aviation Services, Marshallville, OH,

Mr. Ault was interviewed via telephone. On 10/7, he reinstalled the carburetor, spark plugs and leads. He also installed a new oil filter as the accident filter was removed and cut to check for metallic contamination. He tried to start the engine on 10/8 with a battery jumper as the battery was dead. The crankshaft turned, but the engine did not start. On 10/14, Mr. Ault returned with another mechanic, and they were not able to get the engine to start. Mr. Ault wanted to troubleshoot ignition one more time and returned on 12/9. He confirmed that all spark plugs were producing spark, but he could not get the engine to start. He could not find any anomalies with the engine. He thought that if the airplane had a new fully charged battery (stronger crank), it might start; or perhaps the carburetor needed adjustment after being removed, examined, and reinstalled.