

Inspector Statement

On September 20, 1022, Inspectors Neal Thorne and Joseph Kachinski traveled to Crystal Air in Chattanooga, TN where the wreckage of N388TC was being hangered. This aircraft is a 1956 Cessna 172, certificated as Standard Category, serial number 29601.

The aircraft was secured on a flat trailer with the tail wheel and right hand main tire touching the hangar floor and the left hand main gear/tire bent up as a result of the ground impact. The aircraft was in a state of normal resting position.

The airbox was removed to gain access to the carburetor. The drain plug was removed from the carburetor and 5 ounces of fuel was recovered. No evidence of contamination was noted in the fuel.

The bottom spark plug leads from all six cylinders were disconnected from the engine spark plugs. The top leads were previously disconnected. The propeller was hand spun in a clockwise motion until a click could be heard from the impulse magnetos. A functional checkout of the magnetos was performed. Spark was observed from all 12 leads indicating full functionality of both magnetos and all leads.

The oil filter was removed and cut open. No abnormalities were noted inside the filter bowl or in the pleats of the filter.

Engine compressions were taken and annotated as follows: 1-50/80, 2-77/80, 3-72/80, 4-74/80, 5-76/80, and 6-73/80.

The throttle was checked and verified to operate through the entire range of motion, stop-to-stop. The mixture could not be operated due to being damaged in the accident.

Fuel was drained from the aircraft wings through the gascolator into 5 gallon fuel containers. 7 gallons of useable fuel was recovered from the left hand wing and 0.5 gallon was recovered from the right hand wing.

A test run of the engine was performed. The engine started and ran smoothly at various power settings with no anomalies noted.