

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA23FA370

MAINTENANCE, WRECKAGE AND ENGINE EXAMINATION SUMMARY

June 25, 2025

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A. ACCIDENT

Location: Fitzgerald, Georgia
Date: September 13, 2023
Time: 1654 EDT
2054 coordinated universal time (UTC)
Airplane: N2796H, Engineering and Research Corp. 415-C

B. MAINTENANCE, WRECKAGE AND ENGINE EXAMINATION SUMMARY

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C. SUMMARY

On September 13, 2023, about 1654 eastern daylight time, an Engineering and Research Corporation 415-C, N2796H, was substantially damaged when it was involved in an accident near Fitzgerald, Georgia. The private pilot was fatally injured, and the passenger was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The passenger, who held a student pilot certificate, reported he was interested in buying the airplane and had been in communication with the accident pilot, who told him the day before that the annual inspection was just completed and to come to the airport the next day to go flying. After arrival on the accident date, the accident pilot said that "we" had already flown the airplane earlier that day, but he did not indicate who was with him on that flight. The passenger further reported that after his arrival the pilot did a "walk around" inspection which included a check of the wings, lights, aft empennage and control surfaces. Both boarded the airplane, with him (passenger) in the right seat. He added that prior to the flight he was not aware the airplane had lapbelts, thus he was not wearing it. After the engine was started the pilot taxied to the approach end of the runway where he questioned the pilot about the need for an engine run-up, but the pilot said it was not necessary because he had done one earlier that day. The passenger also indicated that a check of the carburetor heat after taxiing was not performed.

The passenger reported that during the takeoff roll the pilot said that the airplane rotates at 85, turned to the left and climbed to no more than 2,000 ft. The

flight was airborne for about 3 to 5 minutes, and the only thing about the accident sequence the passenger recalled was the, "airplane fell a little bit." The pilot said there was a wind gust then pulled aft on the control yoke. He recalled being close to the tops of nearby trees, and thinking they were too close to them; the pilot never said anything to him. The next thing he recalled was waking up on the ground, and he was unable to move his legs. He added that it happened so fast. When asked if he detected a change in engine sound from takeoff to the accident he said that although he was not wearing a headset he did not detect any change in engine sound.

D. DETAILS OF THE INVESTIGATION

1.0. General Airplane Information

1.1 Airplane Description

The two-place, low wing airplane, serial number (SN) 3421 was manufactured in 1946. It was originally equipped with a Continental C75-12F engine and a Sensenich 74FC propeller.

1.2 Engine Modification

On November 18, 1966, the Continental C-75-12-F was converted to a Continental C-85-12-F in accordance with (IAW) Continental service bulletin M47-16 (Figure 1)¹.

Continental Engine S/N 3608-6-12, Model C-75-12-F was converted this date, 10/10/66, to a C-85-12-F. Continental Motors Corp. Service Bulletin M47-16, page 111 was utilized along with aircraft specifications C-A-718 item 110, engines.
END

Figure 1 FAA 337 Form Entry for Engine Modification

1.3 Propeller Change

On August 22, 1947, a McCauley metal propeller was installed (Figure 2).

¹ Airplane Type Certificate Data Sheet A-718 specified an optional engine as a Continental C-85-12 or C-85-12F.

Aug - 22 - 1947. Installed McCauley
Metal Propeller

TOTALS FORWARD

TOTALS TO DATE

Figure 2 View of McCauley Propeller Installation Entry

1.4 Airplane Fuel System Modification

On February 6, 2006, at "Recording Tach Time" of 1,362.87, the airplane's 6 gallon fuselage tank was removed and a "plate" was installed. In addition, the fuel system was modified by installation of a crossover fuel line between the wing tanks, and installation of 2 check valves outboard of the fuel crossover line (right). An electrically operated fuel pump was installed in-line before the engine-driven fuel pump.

1.5 Airplane Maintenance History

The airplane's last annual inspection entry was dated February 6, 2006, at a "Recording Tach Time" of 1,362.87 (Appendix A).

1.6 Last Airframe Maintenance Record Entry

The last entry in the Aircraft Log associated with inspections, maintenance, tests, repairs and alterations was dated August 19, 2006 (Figure 3).

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
August 19, 2006	Tach 0000.0		Total Time 1665.11	Ercoupe 415C Serial # 3421
Installed wings on aircraft after trailer transport delivered aircraft. Repaired hole in LH wing fabric (transport damage). Strip and repaint engine cowling. (fire damage). Install new cowling nose bowl and paint (fire damage). Installed new tachometer and tachometer cable assy. Removed tach reads 1368.71. New tach reads 0000.0.				
				Terry Zimmerman A&P [Redacted] A

Figure 3 Last Entry in the Last Aircraft Logbook

2.0. General Engine Information

2.1 Engine Description

The four cylinder, horizontally opposed, carburetor fuel metering 85 horsepower Continental Motors, Inc., C85-12-F engine, serial number (SN) 3608-6-12, was equipped with a fixed-pitch, two-bladed, McCauley 1B90CM7151 propeller, S/N 3931.

The throttle and mixture controls in the cockpit were attached to their respective controls at the carburetor by control cables routed through the firewall.

A carburetor heat control in the cockpit was also attached to it's respective control lever at the airbox by a control cable routed through the firewall.

2.2 Engine Maintenance History

The last entry in the engine logbook was associated with an annual/100-Hour inspection was dated February 6, 2006, at a "Recording Tach Time" of 1,362.87. The engine time since major overhaul at that time was 565.85 hours and the airframe total time was recorded to be 1,658.87 (Figures 4 and 5).

ENG. SER.				NC	
DATE	TACH TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
6 FEB 06	1362.87		565.85	TIME: 1658.87	
				OW ANNUAL INSP LAW ERODOR 4150	
				CL BND FOR PART 43 DRAINED OIL,	
				INSTALLED 4.5 QTS 100 WEROSHELL	
				REMOVED ENG COWLS FOR ANNUAL INS	
				AND FOR FIBERGLASS WOOD INSTALLED ENG	
				OIL SCREEN REMOVED, NO DEFECTS	
				NOTED, CLEANED & REINSTALLED W/	
				NEW CRASH WASHER, PLUGS REMOVED,	
				CLEANED, GAPPED, ROTATED AND	
				REINSTALLED, TORQUED TO 360,	
				LL L L L L AVEE	

Figure 4 Engine Logbook Entry

ENGINE LOG	
DATE	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
	EVERY 100 HOURS AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFIED MECHANIC OR REPAIR FACILITY WITH NAME, RATING, AND CERTIFICATE NUMBER
	MAG TIMING CHECK GOOD, INSPECTED EXHAUST SYSTEM,
	NO LEAKS DETECTED, ENG CONTROLS CHECKED AND
	LUBED, COMPRESSION CK CW #1 75/80, #2 75/80,
	#3 75/80, #4 75/80, ALL A/D'S CHECKED AND
	ACCOMPLISHED AS REQUIRED, LIST PROVIDED TO OWNER
	DATED FEB 9, 2006, CHECK PROPELLER W/ NO DEFECTS
	NOTED. PERFORMED ENG RUN OPS CK GOOD, NO LEAKS
	NOTED, REPAIRED #1 ROCKER ARM COVER
	GASKET. RAN ENG AGAIN NO LEAKS NOTED, I
	CERTIFY THIS ENG IS AIRWORTHY AND IS RETURNED
	TO SERVICE & THIS PROP IS AIRWORTHY AND IS
	RETURNED TO SERVICE AIRWORTHY.
	WUN [Signature] Wm. H. Butler Jr.

Figure 5 Engine Logbook Entry

An entry dated February 18, 2006 specified that the carburetor was rebuilt, and the magneto to engine timing was rechecked and the left magneto to engine timing was readjusted (Figure 6).

ENG. SER.				NC	
DATE 19	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
18 FEB 06	1364.20		SMOKE	567.18 TTAF: 1660.00 55	
				CARBURETOR NA-53A1 REBUILT WITH SKYPORT SERVICES, LLC SMC 30 KIT. SERVICE BULLETIN NO ACSB-84 NOT CW. RECHECKED MAG TIMING, ADJUSTED LEFT MAG. PERFORMED ENGINE GROUND RUN, MAG OK GOOD. REQUEST IN FLIGHT OPS CK.	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE				TT = TACH + 296.35 SMOKE = TACH - 797.02	

Figure 6 February 18, 2006 Entry

An entry dated August 19, 2006 (last entry) (Figure 7), specified that a new tachometer and tachometer cable were installed. The entry specified that the removed tachometer reading was 1,368.71 while the new tachometer read 0000.0. The "...correct [carburetor] needle & seat [were installed] for this application." The engine was ground run and leak checked and approved for return to service.

ENGINE LOG	
DATE 19	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
August 19, 2006	Tach 0000.0 Cont. C85-12-F Serial # 3608-6-12 Installed new tach and tach cable assy. Removed tach reads 1368.71, new tach reads 0000.0 Repaired fire damage to engine, confined to LH bank above carb. Replaced all intake hoses on #2 & #4 cylinders. Replaced push rod tube seals on #2 & #4 cylinders. Replaced primer & fuel pressure lines. Installed new Bracket air filter PN # BA8805. Installed correct carb. needle & seat for this application, Delrin #2523047 and complied with ACSB # 84 Rev. #1. Added weight to float arm and set float level to 13/32. Installed carb, ground run and leak check performed. Terry Zimmerman A&P [REDACTED] A [REDACTED]
SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175	

Figure 7 August 19, 2006 Entry (Last Entry)

3.0. General Propeller Information

3.1 Propeller Description

The McCauley 1B90CM7151 propeller was a two bladed, fixed pitch, metal propeller².

3.2 Propeller Maintenance History

The February 6, 2006 entry in the engine logbook associated with the airplane's last annual/100-Hour inspection specified, "...Check propeller [with] no defects noted."

4.0. On-Scene Airplane and Engine Documentation

4.1 Debris Field and Accident Wreckage Path Documentation

The airplane crashed in a residential area. The main wreckage was resting over a shallow ditch in front of a house while a portion of the aft empennage was located over the edge of the road (Figure 8). The main wreckage was located at 31.719532° North latitude and -083.244536° West longitude. That location when plotted was about 2.24 nautical miles and 038° from the approach end of runway 20. The airplane was oriented on a magnetic heading of 131°. There was no evidence of fire on any components. Fuel blight was noted to grass forward of the resting position of the ruptured right wing fuel tank. No fuel blight was noted to grass forward of the resting position of the left wing fuel tank.

² According to Airplane Type Certificate Data Sheet A-718, the McCauley 1B90CM7151 propeller was approved for a Continental C-85-12 or a C-85-12F engine, with an engine limitation for all operations of 2,575 rpm (85 horsepower).



Figure 8 Right Side View of the Wreckage At the Accident Site

4.2 Fuselage/Aft Fuselage/Empennage

The aft empennage was displaced and rotated to the right.

4.3 Wings

Both wings exhibited extensive impact damage (Figure 9).

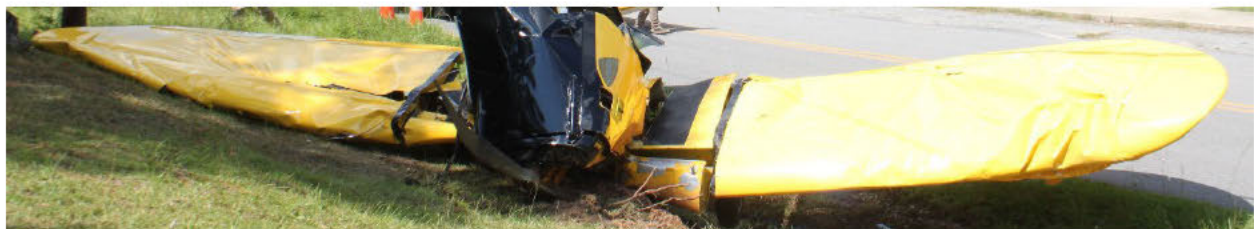


Figure 9 View of the Left and Right Wings

4.4 Flight Controls and Flaps

Examination of the elevator, aileron, and rudder flight control systems revealed no evidence of preimpact failure or malfunction for pitch and yaw. The aileron control cable in the cockpit exhibited overload failure and the left aileron rod end at the control surface exhibited bending overload consistent with impact damage.

4.5 Landing Gear

The nose landing gear was displaced aft while the main landing gears were in their relative positions (Figure 10).



Figure 10 View of the Landing Gears

4.6 Cockpit

Examination of the cockpit revealed the airplane was not equipped with shoulder harnesses. The bottom seat pan of the passenger seat was deformed in the down direction.

Hour Meter - 299.7

Tachometer - Separated From Housing Glass Missing. Needle trapped at 1,600 rpm and reading 0070.9

Primer - Unlocked and Extended about 1 13/16 inches. In the locked position the knob was extended about 5/8 inch extended. Disassembly inspection of the primer revealed the two (2) packings or o-rings were in satisfactory condition with no cracks noted.

Magneto Switch - Key broken off in the Both position

Throttle - Full in

Mixture Control - Full In

Left Control Yoke - Horn Fractured

Right Control Yoke - Both horns not fractured

Fuel Pressure - Lowest reading 1

Fuel Pump - On

Oil Temperature - Lowest Value 100

Oil Pressure - 10

Airspeed - 0

VSI - 6,000 fpm descent

Altimeter - 29.85 inHg negative value

Carburetor Heat - About 1/4 inch extended.

4.7 Survivability/Restraints

The airplane was equipped with only lapbelts (Figures 11 and 12). Inspection of both restraints revealed both were unlatched as first observed. The lift portion of the male buckle of the passenger seat exhibited a dent on top. There was no evidence of stretching of the webbing of either lapbelt consistent with non-use. Both buckles were tested and released easily.



Figure 11 Left Seat Lapbelt Assembly



Figure 12 Right Seat Lapbelt Assembly

4.8 Engine

Examination of the engine revealed crankshaft, camshaft, and valve train continuity. The carburetor was broken off but remained connected by the mixture control cable. The throttle control cable and the fuel supply inlet fitting were impact fractured. The mixture control was found in the lean position. Examination of the carburetor heat revealed the cable remained attached. The door was partially closed though impact damage to the duct was noted. The brass float of the carburetor was properly installed and did not have any fuel inside. The needle valve and seat were satisfactory. About 1/2 ounce of uncontaminated fuel were drained from the carburetor bowl. The main jet of the carburetor was clear. Both magnetos were tightly secured to the accessory case and were properly timed as specified on the engine data plate. The Nos. 1T and 3T ignition leads from the right magneto, the No. 2T ignition lead, and the Nos. 1B and 3B ignition leads of the left magneto were impact damaged. Rotation of the crankshaft by hand produced spark at all ignition leads including the damaged leads. Examination of the air induction revealed the intake was plugged by dirt associated with impact. Following removal of the dirt, the screen was in-place. Examination of the exhaust revealed it was free of obstructions, though impact damage was noted. The oil tank was impact damaged and the oil suction screen had a little bit of carbon.

4.8.1 Spark Plug Examination and Testing

Following removal of the spark plugs, they were visually examined and the No. 2T plug exhibited slightly rich or dark color and the No. 3 bottom plug was slightly oil fouled. The remainder of the plugs exhibited normal color and wear. The plug gaps were not determined. Following examination, they were retained for testing as received. The testing was performed on September 15, 2023. They were tested as received at 80 psi. The No. 1T plug exhibited a slightly less than a strong spark while the remainder of the plugs exhibited a

strong spark. There was no evidence of preimpact failure or malfunction of any plugs that would have precluded normal operation.

4.8.2 Magneto Testing

Following removal of the magnetos from the engine, they were retained for testing. The testing was performed on September 15, 2023 using an exemplar harness and each lead set to jump 7 mm gaps. For testing, both gears were removed. Both magnetos were tested to 2,400 magneto rpm and produced strong blue spark at all 7 mm gaps. The impulse coupling of the left magneto went out at about 450 rpm, while the impulse coupling of the right magneto went out at about 330 rpm. There was no evidence of preimpact failure or malfunction of either magneto that would have precluded normal operation.

4.8.3 Differential Compression Testing

Cold differential compression of all cylinders was performed. The testing was performed using 80 psi. The following readings were noted:

No. 1 - 78/80

No. 3 - 78/80

No. 2 - 74/80

No. 4 - 70/80. Leakage was noted out of the exhaust.

4.9 Propeller

Examination of the propeller (Figure 13) revealed one blade exhibited a slight aft bend and full-span chordwise scratches on the cambered side of the blade. The other blade was bent aft about 45° and also exhibited full-span chordwise scratches on the cambered side of the blade. Nicks were noted on the leading edges of both blades.



Figure 13 View of the Propeller

4.10 Fuel/Fuel System

Examination of the airplane's fuel supply system revealed the left fuel cap remained installed and the right was on top of the fuel tank. A review of a picture taken by first responders³ revealed the left fuel cap was installed with the vent hole forward. The right fuel cap was resting on top of the wing. Although it's installed position at impact could not be determined, there was no fuel staining on the upper wing skin aft of the cap. Both fuel caps were vented and both vents were clear. The left fuel tank outlet finger screen was clean while the area where the right screen would have been was crushed and not observed. The right fuel tank was ruptured and the left fuel tank exhibited several punctures. No fuel was noted in either fuel tank. A single drop of water was noted in the left fuel tank. The fuel supply line from the left and right fuel tank each had a check valve installed in the proper direction; the right fuel supply line was separated from the fuel tank. The lines had residual fuel. No obstructions were noted of any fuel supply line from the fuel tank to the engine compartment. The fuel shutoff valve was located past the on position and was free of obstructions. The bowl of the airframe fuel strainer was impact separated. All flexible fuel hoses were tightly secured in the engine compartment. No fuel was noted at the auxiliary fuel pump inlet and outlet fittings, or at the inlet or outlet fittings of the engine-driven mechanical fuel pump. The outlet fitting of the engine-driven fuel pump was slightly loose.

About 1/4 ounce of old fuel was drained from the auxiliary fuel pump when the screen was removed. The auxiliary fuel pump operationally checked good after priming with 100LL fuel. About 1/4 ounce of fuel was also drained from the engine-driven fuel pump; no water was noted. Some debris was noted inside the engine-driven fuel pump. Hand actuation of the engine-driven fuel pump revealed it pumped fuel.

5.0. PARTS RETENTION

No airframe or engine parts were retained.

Submitted by:

Timothy W. Monville
Sr. Air Safety Investigator

Appendix A For Wreckage and Engine Examination Summary

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
6 Feb 06	1362.87		1659.22	PERFORMED ANNUAL INSP 1AW ERCOUE 415C CL AND PAR PART 43. REMOVED INSP. PANELS AND FAIRINGS AS REQUIRED. ACFT CLEANED AND FLT CONTROLS LUBED. CLEANED AND REPACKED ALL GEAR WHEEL BEARINGS. RESEALED RT FUEL TANK FOR FUEL LEAK, LEAK CK GOOD. INSTALLED RT SIDE AFT WINDOW. INSTALLED NEW THROTTLE, CARB HEAT + CABIN HEAT CABLES. INSTALLED NEW WHISKEY COMPASS, COMPASS SWING PERFORMED AND RESULTS PROVIDED TO L L L L L OVER

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				OWNER. REMOVED EXISTING VACUUM SYSTEM. REMOVED TURN + BANK + ARTIFICIAL HORIZON INDICATORS. REMOVED ALL HARDWARE ASSOCIATED WITH THESE TWO SYSTEMS, TO INCLUDE HOSES, CLAMPS, VENTURE TUBES, VACUUM REGULATOR, SELECTOR VALVE, SUCTION THROTTLING VALVE + SUCTION GAUGE INSTALLED AIR PARTS OF LOCH HAVEN INC ELECTRICAL TURN COORDINATOR, SN 9209-41, MODEL EGC, PN 1394T100-2Z. INSTALLED 3M 2002 RACK MOUNT PN KLX0135 GPS/COMM - TRANSCEIVER INSTALL L L L L L L L L L OVER

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				KIT PN 050-02217-0000, SM 2213 PAWEL MOUNT W/P WR/SMB CONN PN 1040200813, KLX 135A VHS COMM TRANSCIEVER SN 123641, PN 069-01009-0703, KA 0092 GPS 0092 GPS ANTENNA INSTALLATION KIT PN 050-03318-0000, AND KA 92 GPS ANTENNA SN 41656, PN 071-01553-0200. GPS IS VFR ONLY CAPABLE. REMOVED FUEL PUMP COVER, CLEANED PUMP RESERVOIR AND SCREEN, NO CONTAMINATES NOTED IAW AD. INSTALLED NEW BATTERY BOX WITH L L L L L L OVER

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				NEW DRAIN TUBE EXTENDING APPROX. 1" BELOW BELLY SKIN. INSTALLED FIBERGLASS NOSE BOWL IAW STC SA3502WE + KENNEY ENGINEER DRAWING NO KE2-635, dated Aug 25, 1976, ACCOMPLISHED 337 DATED FEB 6, 2006 AND PROVIDED COPY TO OWNER. INSTALLED ALTERED FUEL SYSTEM USING APPROVED DATA FROM SKYPORT SERVICES/ FRA ENTERPRISES INC, SS1020A, DATED APR 13, 1998, REVISION SEP 26, 2001. SEE 337 DATED FEB 7, 2006 FOR SPECIFIC DETAILS OF
				L L L L L L L OVER

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				MAINTENANCE PERFORMED. REPLACED ELT
				BATTERIES, DUE FEB 09, PERFORMED OSP
				CK IAW FAR 91.207, WEIGHED ACFT AND
				PROVIDED OWNER WITH COPY OF FIGURES
				DATED FEB 6, 2006. NEW DATA: EMPTY
				WEIGHT 845 lbs., EMPTY CG 25.54",
				USEFUL LOAD 415 lbs. ALL AD'S CHECKED
				AND ACCOMPLISHED AS REQUIRED, LIST
				PROVIDED TO OWNER DATED FEB 9, 2006. I
			2	CERTIFY THIS AIRFRAME IS AIRWORTHY
				AND IS RETURNED TO SERVICE.
				[REDACTED] IA [REDACTED]