

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0900	DATE 11/08/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Martin Odendaal (Aircraft Owner/Builder of N246ML)			
SUBJECT			
DIGEST			
Inspector presented PBR Brochure to Mr. Odendaal as well as business card. Inspector asked Mr. Odendaal to describe the events that lead up to the engine failure during flight. Mr. Odendaal said he took off at around 6600 RPM, climbed to 400 feet agl, and since the weather was so nice, decided to stay at 400 feet AGL and follow the river north. After takeoff, Mr. Odendaal stated he reduced the RPM to roughly 6200 RMP and shortly after, the engine came to a slow stop. Mr. Odendaal stated he looked for a place to land, but only had about 20 seconds because of his altitude. He stated his first choice was an open field, but as he made the turn, he noticed a house that he would have hit. Mr. Odendall stated he looked for another landing area and could not see one. He stated that he tried to put it down on the bank of the river, but the plane struck a tree and metal pole on the bank which tore open his engine cowling and severed the right main landing gear from the aircraft. Mr. Odendaal stated the aircraft then bounced and he ended up in the river right next to the embankment. Inspector asked if he had his aircraft maintenance logs to review prior to the engine tear-down, and Mr. Odendaal stated the maintenance logs were in the river somewhere since they were on board the aircraft when the ditched in the river. Inspector contacted the FAA IIC for the investigation and let him know the logs were stated to be in the river, and the FAA IIC stated that Mr. Odendaal told the IIC that the records were misplaced and he could not find them at the time. The FAA IIC also let the inspector know that he told Mr. Odendaal not to remove anything from the engine. Mr. Odendaal presented the ROTAX 582 Engine with both corroborators, fuels system, exhaust, electrical system, ignition system, cooling system, and propeller already removed. -----Nothing Follows-----			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11/08/2023	TITLE Aviation Safety Inspector	SIGNATURE JON DAVID GRISWOLD	Digitally signed by JON DAVID GRISWOLD Date: 2023.11.14 11:02:49 -06'00'

