

RECORD OF		☒ VISIT	☐ CONFERENCE OR	☐ TELEPHONE CALL	TIME 1100	DATE 04/04/2025	
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION						ROUTING	
						SYMBOL	INITIALS
Inspector Michael H. Torrent							
SUBJECT N140FS Accident Investigation - Inspector Statement							
DIGEST							
See page 2.							
CONCLUSION, ACTION TAKEN, OR REQUIRED							
DATE 04/08/202	TITLE Aviation Safety Inspector			SIGNATURE MICHAEL HENRY TORRENT 			
Digitally signed by MICHAEL HENRY TORRENT Date: 2025.04.08 13:14:54 -04'00'							

Examination of Aircraft and Available Information:

Inspectors from SO19 responded out to the scene of the accident on Tuesday, October 31st, 2023 at approximately 1300L and documented the scene with photographs. Upon arrival to N140FS, a Cessna 172M, it was found mostly submerged under water and upright, with only the top of each wing and tail section being above water. Substantial damage noted to the forward fuselage and left wing near wing tip.

Upon recovery of the aircraft on November 3rd, 2023. Inspectors noted that the engine and mounts had separated from the aircraft at impact as did most of the cockpit instrument panel, rudder pedals and surrounding structure. The engine remained connected to the airframe by the engine control cables and linkages. Inspectors were able to confirm elevator and aileron control continuity. Rudder control continuity could not be established at the pedals primarily due to the impact damage. Both control cables were connected and safetied at the aft of the aircraft and moved normally.

A fuel sample was obtained from each wing tank, fuel was bright blue in color and no water contamination noted. A combined total of approximately 25 gallons of 100LL AVGAS was removed from wing tanks.

An ELT distress signal was not received for this accident. The ELT antenna was mounted at the top of the tail section and was partially submerged at the accident scene. Inspection of the ELT unit showed a red blinking light and transmission on VHF 121.5 MHz was confirmed from a nearby aircraft. The ELT was found with one coaxial cable connected, the serial plug with associated wiring was not connected. The serial plug likely got disconnected as a result of the impact and the cockpit glare shield separation.

Inspectors from SO19 spoke to management personnel at the flight school during this investigation, at the time of the accident, this was the only ARTEX ELT 345 equipped aircraft which is 406MHz capable in their fleet. The unit was not registered at the time of the accident. As of April 4th, 2025 the flight school reported that they had converted 11 of their 12 aircraft to ARTEX ELT 345 units and the last aircraft was in the process of having the installation completed. Flight school verified all were registered and installed correctly so that all features of the unit worked correctly.

An engine exam was not performed.

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