



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division **SEP 7th 2016**

NTSB Accident Number: GAA16CA322

Aircraft Registration & Make/Model: N7058U

Accident Location: Marion, WI

Accident Date: 18JUL2016 @ 0930 cdt

Subject: Memorandum for Record – Record of Conversation and FAA Inspector's Statement (Jon Weston)

In support of the NTSB accident investigation involving accident airplane N7058U, in Marion, WI the following is a synopsis of the conversation between the Federal Aviation Administration (FAA) Aviation Safety Inspector assigned to the accident and the NTSB Investigator-in-charge, to include the Inspector's statement.

-The Inspector reported that the pilot departed a private airstrip and during the takeoff climb, the drive belt separated from the airplane. The drive belt was not located in the engine compartment and was not recovered from the area of the accident.

-The Inspector reported that the pilot sustained fractured vertebrae and a fractured patella as a result of the impact.

-The Inspector reported that he was able to communicate with the pilot's son while the pilot was in the hospital; however when he asked the son for photographs of the accident airplane and informed the son to contact the NTSB, communication ceased.

- The following is a statement provided by the FAA Inspector:

Here is what I have been able to get on the Challenger II accident. The best I can tell it has an older Gates belt installed that was not as reliable as the newer one. Several accidents have occurred because of this belt (Gates Powergrip GT2 cog). As you know the belt was never found but the Marks have asked the people that are hunting in the area to be on the lookout for it. I have still to obtain any picture of the aircraft and its condition. I sent the last e-mail to Steven Marks (son and owner) on September 28, 2016. Steven Marks did state that there was an older belt hanging in his brothers garage and that he thought it was changed but there is no documentation of it in the aircraft records. – Nothing Follows.