

INSPECTOR STATEMENT

ACCIDENT # CEN16LA320

N# N314BF

Narrative Statement:

ON SATURDAY 8/13/2016 AT APPROXIMATELY 10:10AM, I WAS NOTIFIED OF AN AIRCRAFT ACCIDENT INVOLVING N314BF, A CIRRUS SR20 S/N 1055, BY THE CENTRAL REGION OPERATIONS CENTER.

THE AIRCRAFT DEPARTED RUNWAY 31 AT THE DSM AIRPORT ON A HEADING OF 330. SHORTLY AFTER TAKEOFF, THE PILOT REPORTED ENGINE POWER LOSS. IMMEDIATELY AFTER THE RADIO CALL TO THE TOWER AT AN ALTITUDE OF 800-900 FT AGL, THE PILOT RADIOED HE WAS HAVING ENGINE FAILURE AND DEPLOYED THE CIRRUS AIRFRAME PARACHUTE SYSTEM (CAPS). THE AIRCRAFT DESCENDED THROUGH POWER LINES AND CAME TO REST IN THE INTERSECTION OF 56TH AND PARK AVE NW OF THE DES MOINES AIRPORT. ALL PERSONNEL ON BOARD THE AIRCRAFT EXITED BEFORE IT WAS CONSUMED BY FIRE. THE AIRCRAFT WAS NEARLY INTACT FIREWALL FORWARD WHICH ALLOWED FOR AN EXAMINATION. AFTER REMOVING THE ENGINE COWLING, A DISCONNECTED INTAKE TUBE COUPLER (P/N 642917-16) WAS DISCOVERED ON THE #1 CYLINDER. BOTH CLAMPS THAT HOLD THE RUBBER COUPLER TO THE INTAKE TUBE (P/N AN737TW74) WERE TIGHT. A FRACTURED INTAKE TUBE FLANGE (P/N 655224-1) ON THE #3 CYLINDER WAS ALSO DISCOVERED. THE WRECKAGE WAS THEN MOVED TO A DIFFERENT LOCATION TO CLEAR THE INTERSECTION.

ON MONDAY 8/15/2016, I AND OTHER INSPECTORS FROM THE DSM FSDO ESCORTED REPRESENTATIVES FROM CIRRUS AIRCRAFT AND CONTINENTAL MOTORS INC TO THE LOCATION OF THE WRECKAGE TO PERFORM FOLLOW ON INSPECTIONS OF THE AIRCRAFT AND ENGINE.

MINIMAL INSPECTIONS WERE PERFORMED ON THE AIRFRAME DUE TO THE MAJORITY OF IT BEING DESTROYED BY THE FIRE.

THE FOLLOWING INSPECTIONS WERE PERFORMED ON THE ENGINE:

1. ROTATION OF THE PROP THROUGH TOP DEAD CENTER OF EVERY CYLINDER WAS PERFORMED TO DETERMINE INTERNAL COMPONENT INTEGRITY AND CYLINDER COMPRESSION WITH NO ISSUES FOUND.
2. THE FUEL PUMP WAS REMOVED AND NORMAL FUNCTION WAS VERIFIED BY SPINNING THE SHAFT AND OBSERVING A SMALL AMOUNT OF FUEL BEING PUMPED OUT.
3. THE MAGNETOS WERE CHECKED FOR PROPER TIMING AND SPARK WITH THE SPARK PLUGS REMOVED AND ATTACHED TO THE LEADS. TIMING AND SPARK WAS NORMAL.
4. THE ROCKER ARM COVERS WERE REMOVED TO VERIFY PROPER TRAVEL OF THE VALVES WITH NO ISSUES NOTED.
5. THE FUEL INJECTORS WERE REMOVED AND INSPECTED WITH NO ISSUES NOTED.
6. THE ENGINE CYLINDERS WERE INSPECTED WITH A BOROSCOPE WITH NO ISSUES NOTED.
7. THE OIL FILTER WAS REMOVED AND OPENED TO INSPECT FOR METAL WITH NO ISSUES NOTED.

8. THE #1 AND #3 CYLINDER INTAKE TUBES AND RUBBER COUPLINGS WERE RE-INSPECTED AND DETERMINED TO BE POSSIBLE CAUSAL FACTORS FOR THE ENGINE'S POWER LOSS.

THE NUMBER #3 CYLINDER INTAKE TUBE, COUPLER AND FRACTURED FLANGE WERE SENT TO THE NTSB FOR FURTHER INSPECTION.

Inspector Name:

Josh-M Rohrer

Work Address:

[REDACTED]
Ankeny, IA. 50021

Work Phone: [REDACTED]

Signature:

Date: 8/23/16