


Inspector Statement

This statement concerns an aircraft evaluation after an accident. My name is J. Robert Blake. I am employed as an Aviation Safety Inspector by the Federal Aviation Administration at the Tampa Flight Standards District Office (FSDO).

On June 1, 2009, Inspector Mark Keefer and I examined the aircraft wreckage of N88WG. We found the continuity for the flight controls all appeared to be there other than where the controls were separated from the crash impact. The flight control for the elevator was connected to the pilot control. The other end of the elevator control was connected to the elevator itself. The right aileron was connected to the pilot control and when moved it attempted to move where the aileron was connected on the right wing. The right aileron control was connected to the pilot control and the tube that went into the wing was located and the bell crank that changes position to the aileron itself was located.

Both propellers were able to rotate in the propeller hub freely.

Cylinders #2 and #4 were removed from the engine and examined. No notable findings were discovered. The cylinders appeared normal and the spark plugs showed normal wear. The pistons and rings appeared normal. The left magneto was removed and we sparked out the magneto. The magneto fired when the impulse coupling was spun. Looking inside of the engine through the cylinder holes reveals the crankshaft and camshaft appear to be normal.


J. Robert Blake

06-08-2009

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 2:30 PM	DATE 05/11/2009
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Jeff Kraemer		ROUTING	
		SYMBOL	INITIALS
SUBJECT Aircraft Accident N88WG			
DIGEST			
Spoke with Mr. Kraemer on the telephone and asked him if he could tell me about the flight he was on in			
MN88WG. He stated they were sight seeing and coming back along the coast and went over the shore. Mr.			
Kraemer then stated they were flying along at about 1300 to 1500 feet when he heard a loud snap or a loud bang.			
He stated the pilot was jockeying around with the controls moving the stick fore and aft and said "Oh Jesus no".			
He further stated the aircraft was buffetting. I asked Mr. Kraemer how long after he heard the loud band was it			
until he hit the trees and Mr. Kraemer stated immediately. The he said he felt like the aircraft was on top of him			
and he heard screaming about a fire. He next remembers being loaded on a helicopter.			
I asked Mr. Kraemer if the engine was running and he said the engine was running good. I asked if he and the			
lilot were wearing their seat belt sna d shoulder harnesses and he stated he was wearing both but the the pilot was			
only weaing the lap belt and not the shoulder harness. I asked him if the pilot was doing aerobatic maneuvers and			
he said they were not doing anything like that and that the pilot was a good pilot.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
I gave Mr. Kraemer my phone number and told him if he thinks of any more details to geel free to contact me			
with anymore information.			
DATE 05/11/2009	TITLE ASI	SIGNATURE 