

## Inspectors Statement

My Name is Cornelius J. Baker, I am an Aviation Safety Inspector assigned to the West Columbia, South Carolina Flight Standards District Office. This statement was made from notes I took during this investigation.

On March 24, 2023, was assigned an accident near Travelers Rest. Contacted the owner Mr. Philip Harry [REDACTED] to find out where the aircraft was and what happened. He and his flight instructor had topped off at Pickens County and took off back to Asheville. The engine popped and sputtered. They declared an emergency and flight instructor took over and landed in a recently plowed field. When the nose wheel came down it stuck, and the aircraft flipped over. The aircraft is beside Highway 25, north of Travelers Rest. Contacted local law enforcement Lt Scott Matheny of the Greenville County Sheriff's office. Lt. Matheny provided better directions and I departed for the site. I spoke with law enforcement who then departed. I surveyed and took pictures of the scene and waited on the recover team. Fuel could be seen leaking from both wing tanks. The fuel selector was on both tanks, the key was not in the ignition. The fuel mixture and propeller controls were full forward. The throttle was part the way out, the electric fuel pump switch was on, and the carb heat knob was in. The aircraft airworthiness certificate and registration were not in the aircraft. When the recovery crew arrived, the aircraft was flipped back over. I took fuel samples from both tanks, and it was blue in color with no signs of contamination. I tried getting a fuel sample from the strainer but could only get minimal movement of the cable. I did get fuel but only a small amount and it appeared dirty from the mud impacted in the drain tube. The recovery team started draining the fuel tanks in preparation of removing the wings. I departed the area shortly afterwards.

Cornelius J. Baker  
Aviation Safety Inspector  
SO-FSDO-13



# Federal Aviation Administration

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## Memorandum - Inspector Statement

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Date: July 25, 2023  
To: Mr. Jim Payne  
From: David A. Detscher Aviation Safety Inspector  
Subject: South Carolina Accident: N13612 Cessna 177B,

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On Monday June 26, 2023, Time 0930, Flight Standards District Office Inspector was notified by Flight Standards Office Front Line Manager, of an aircraft accident involving aircraft N13612, a CESSNA AIRCRAFT CO. Serial Number 17702443, Model number 177B. The request was to support the NTSB investigation. The accident was in Travelers Rest, SC. The aircraft was repositioned to Atlanta Aircraft Salvage, Griffin Ga.

On Wednesday June 28, 2023, the inspector arrived to Atlanta Aircraft Salvage at 0930 and was met by employees.

The inspection involved integrity of aircraft engines ability to operate correctly.

The following procedures requested by the NTSB were performed:

- 1) Documented the amount of fuel and any contaminants in the airframe fuel strainer. (5 to 6oz)(no contaminants)
- 2) Documented amount of fuel in the carburetor bowl from drain plug and document any contaminants. (Sample clean and clear)(Carb bowl full, good fuel)(no containments)
- 3) Determined if the fuel selector valve was in the both detent position (Fuel selector in both)
- 4) With the fuel selector on both, and the carburetor inlet hose separated from the carburetor, blew slight amount of air in the left and right wing roots fuel supply lines noting free flow through the selector to the end of the separated hose. (Line indicated free flowing)
- 5) Reconnected fuel hose to carburetor inlet. (Connected)
- 6) Attempted to start engine 6 times, no indication of engine starting.
- 7) Removed Rocker box covers, (Removed verified continuity with valves)
- 8) Removed ignition leads from all upper spark plugs and remove all upper spark plugs from each cylinder (Kept in proper location). Mark plugs with 1T, 2T, etc. (Removed)
- 9) Removed lower ignition leads from all lower spark plugs. (Removed)
- 10) Rotated propeller by hand in direction of rotation noted crankshaft, camshaft and valve train continuity all cylinders. Also noted where the impulse couplings are heard to snap during rotation. No evidence of a stuck valve. (Impulse couplings snapping, no spark)
- 11) Removed lower spark plugs from each cylinder and mark plugs with 1B, 2B, etc. Installed ignition leads onto each respective spark plug. (Removed)
- 12) With the ignition key, motored the engine and with each spark plug grounded to the engine, note if there is spark at all leads. (No spark to any leads)
- 13) Documented quantity of oil in engine by dipstick. (Oil quantity 7.5 quarts)
- 14) Verify both magnetos are tightly installed and do not move by hand pressure on the accessory case. (Both magnetos are tight)
- 15) Verify magneto to engine timing of each magneto reference to specification on the engine data plate. (Verified)
- 16) Determined run-out of the crankshaft flange to see if the engine can be safely run. (Yes, 1/8 inch at tips)
- 17) Reviewed results and determined if the engine can be safely run. (Engine will not run, no spark, magnetos not sparking)

- 18) Re-installed all spark plugs and plumbing portable fuel supply into the left and right wing roots and run the engine with the fuel selector on both. If can be safely done, operate to full power. Noting results. (initial engine attempted start in item 6 above, no start)(magnetos not inducing spark)

David Detscher ASI

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ATL-FSDO-11