

N4257Q Incident/Accident SHV 08/23/2015

Narrative: On 08/23/2018 at 1050 N4275Q Departed Shreveport Regional (SHV) on runway 24. Once airborne pilot reported to ATC engine trouble near the intersection of rwy 24 and 14. ATC cleared aircraft to land anywhere feasible. Aircraft then made it to approach rwy 14, flew centerline of runway as reported by ATC at an altitude of approximately 400ft. The aircraft proceeded down rwy 14 crossing the approach 32 numbers at an altitude of approximately 80ft. The aircraft then made a left turn with a heading of 197 degrees and descended into a field with a roll out of 170 meters (552.5ft) jumping a ditch and contacting an embankment. The aircraft came to rest in a field 1870ft at 68.3 degrees east of the centerline of approach runway 32 numbers.

Aircraft Inspection on crash site: 08/23/2018 @ 1030 on site. Aircraft had substantial damage to the front and lower nose cowling with one blade bent at 90 degrees. Right hand engine mount was broken along with nose wheel assembly and a cracked left wing tip fairing from ground contact. The ignition switch and fuel selector were in the off position as positioned by the fire department. The positive terminal of the battery was also disconnected by the fire department. The altimeter lense was broken due to facial strike by the pilot. (Pilot was not wearing the shoulder harness. Lap belt only). Both left and right floor boards and pedals were bent/buckled from impact. Lower instrument panel was bent from pilot's right knee.

No control surfaces were damaged and all had positive control continuity.

Engine controls were intact and had continuity but could not be moved because of the extent of the damage. The throttle control was bent down slightly.

Right hand tank was topped off and Left hand tank had greater than 6 ½ inch of fuel, no leaks. Took fuel samples from both wing on crash site. Fuel was clean with no contaminants.

Oil cooler was compromised by bent engine mount tubing and was leaking. Engine Oil dipstick indicated 6 qts.

Aircraft Inspection in Hangar: 08/23/2018. Took fuel sample from fuel strainer and fuel line to carburetor. Both samples were free from contaminants.

Visually inspected engine and accessories no noted discrepancies.

Checked security of then removed throttle control cable from carburetor. Straightened cable and had positive continuity.

Checked security of then removed enrichment cable, straightened cable and had positive continuity.

Checked security of then removed carb heat cable, straightened cable and had positive continuity.

Checked security of spark plug wires and spark plugs, no discrepancies noted.

Removed spark plug wires and spark plugs. All plug were new with approximately 90 hrs. all spark plugs appear to be good with no visual sign of fouling. Observed number 2 cylinder bottom plug was saturated with engine oil. The left side of the engine was the low side due to damaged right side engine mounts.

Performed differential pressure check on all cylinders with the following values indicated:
#1 cyl. 61/80, #2 cyl. 70/80, #3 cyl. 80/80, #4 cyl. 80/80.

Performed a continuity check for the operation of the ignition switch at the p-leads for Left, Right, Both, and Off position. Works as designed.

08/24/2018

Rotated propeller to check magneto operation. Left magneto fired on all cylinders. Right magneto did not. The left magneto is wired to a SlickStart magneto booster and has an impulse coupler. The right magneto does not have an impulse coupler and is not wired to the SlickStart magneto booster.

Removed carburetor fuel inlet screen and checked for contaminants, none noted.

Removed the carburetor, all mounting hardware were tight. Separated fuel bowl and approximately half inch of fuel was in the fuel bowl. The accelerator pump reservoir was full. (accelerator pump had been actuated multiple times while removing linkage) Captured remaining fuel sample from fuel bowl and accelerator pump reservoir. No visible contaminants noted in the fuel or in the carburetor fuel bowl.

There are no visible anomalies or discrepancies found during this inspection that would have affected the normal mechanical operation of this engine.



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