



FAA

Memorandum

Date: August 1, 2019

To: Todd Fox, NTSB

From: Richard D. Anderson Jr, EMI FSDO, GL-23

Subject: CEN19LA179

Follow-up telephone interview on August 1, 2019 with Mr. Anthony LaMarra, pilot of N2360R, a Piper PA28-180 that impacted terrain on approach to runway 04 at Marine City Airport (76), Marine City, Michigan on June 21, 2019.

I asked Mr. LaMarra what time he departed Pontiac for Marine City, he responded that he left Pontiac about 1730 and flew direct to Marine City. He said he flew past the airport to the east then came back to land on runway 4. He stated that it was a nice day with no wind. He said he was approaching the power lines and trees off the end of runway 4 and was low. When he pushed the throttle to add power it would not engage.

I asked Mr. LaMarra if the engine did not respond to the throttle input and he again stated it would not engage. I asked him if the engine did not respond to the throttle movement and he said the throttle did not move.

I asked him if he had tightened the throttle friction during the flight and explained that the throttle friction was found fully applied at the scene. He did not recall using the throttle friction.

I asked him what power setting the engine was at on the approach because in previous interviews he stated that the engine was at idle, and made another statement saying it was at 2,000 rpm. He stated to me that he did not remember but the propeller was turning.

Mr. LaMarra stated that he does not remember anything after he pushed on the throttle.

I asked Mr. LaMarra why he was flying with a denied medical and he did not respond. I asked him again and told him that our system showed his medical denied in 2016 and that he has a basic med date in 2017. He stated that he went basic med after the A-Fib issue with his heart was corrected and he thought it was OK to go basic med.



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July 15, 2019

REF: N2360R, Piper PA-28-180
Marine City Airport (K76G)
Statement of Inspector Munshed I. Matti (FAA)

Inspector Matti asked the following questions of Mr. Anthony A. LaMarra:

What was fuel level in each tank when he departed PTK – arrived at Marine City?

Mr. Lamarra: After topping off at Marine City and flying to PTK, the fuel was more than $\frac{3}{4}$ in each wing tank.

When did he select Rt tank?

Mr. Lamarra: While on the ground at PTK prior to departure from PTK.

Did the throttle feel normal when he tried to add power?

Mr. Lamarra: No, I could not move the throttle past idle position, it seemed to be stuck.

Any abnormal engine indications before power loss?

Mr. Lamarra: Engine did not sputter, it simply did not increase beyond idle, where I had set the power at during the descent, because I could not physically move the throttle beyond idle position.

Was engine running smooth during power loss?

Mr. Lamarra: Yes it was running smooth at around idle.

What was engine RPM before he tried to throttle up?

Mr. Lamarra: It was about 2,200 rpm before I realized I needed more power and tried to increase the power.

Did engine lose or gain any RPMs before or when throttle advanced?

Mr. Lamarra: Since I couldn't move the throttle beyond idle position, the engine stayed at idle all the way to the ground.

What was the airplane configuration – flight controls, throttle position, fuel mixture, fuel pump on or off, carb heat...whatever he can remember?

Mr. Lamarra: The flaps were set for landing, throttle stuck at idle, fuel mixture set for landing, electric fuel pump off, carburetor heat off.

Munshed I. Matti
AFC-110 (GL-61)
Aviation Safety Inspector
Federal Aviation Administration
[REDACTED]



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July 11, 2019

REF: N2360R, Piper PA-28-180

On July 9, 2019
Marine City Airport (K76G)
Statement of Inspector William Streeter (FAA)

@1200 hrs.

This inspector asked the following questions of Mr. Anthony LaMarra:

Insp Streeter: What was fuel level in each tank when he departed PTK – arrived at Marine City?

Mr. LaMarra: I filled up both tanks here in Marine City, spent [REDACTED] dollars. Burned from 4-6 gallons between K76G and KPTK,

Insp. Streeter: When did you select Rt tank?

Mr. LaMarra: I selected the right tank just before takeoff from PTK.

Did the throttle feel normal when you tried to add power?

Mr. LaMarra: No, the throttle would not move completely forward. (would not make full travel).

Inspector Streeter: Any abnormal engine indications before power loss?

Mr. LaMarra: No abnormal engine indications observed before power loss.

Insp. Streeter: Was engine running smooth during power loss?

Mr. LaMarra: Yes. No sputtering, no indications of carb icing. I could see the propeller turning.

Insp. Streeter: What was engine RPM before you tried to throttle up?

Mr. LaMarra: @ 1800 RPM.

Inspector Streeter: Did engine lose or gain any RPMs before or when throttle advance?

Mr. LaMarra: When I made a demand for power increase, engine RPM remained the same.

Insp. Streeter: What was the airplane configuration – flight controls, throttle position, fuel mixture, fuel pump on or off, carb heat...whatever he can remember.

Mr. LaMarra: Aircraft was configured for landing. Carb Heat Off. Electric Boost Pump Off. (Did not see a need for carb heat, as he observed the relative humidity @ 134)

(Insp. Streeter did also, at this time, perform a white bucket fuel sample of the available fuel in the right wing. A prominent blue tint was visible, indicating avgas.)

William Streeter
Aviation Safety Inspector
Federal Aviation Administration
Great Atlantic CMO




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July 12, 2019

REF: N2360R, Piper PA-28-180

Post accident inspection performed by Inspectors William Streeter, John Wilkinson, Daniel Herzog, Dennis Heinze and David Zwicker on July 9, 2019 at Marine City Airport (K76G).

Engine oil level was at approximately 6 quarts.

Spark plugs were removed and appeared to have been operating normally except for the number 4 cylinder lower plug which had oil residue on it.

Left and right magnetos were removed, bench tested and found to be producing spark.

The aircraft was raised to allow rotation of the propeller and to gain access to the lower engine for inspection.

With all 4 valve covers removed, the engine was rotated and continuity of the valve train and cylinder compression was confirmed.

Fuel from the right wing was poured into a white bucket. The fuel was blue, clear and showed no signs of contaminants.

The engine exhaust and the engine air intake filter housing were bent aft and upward restricting the throttle range at the carburetor to approximately half travel.

The engine exhaust was removed and the engine air intake filter housing was bent down to allow free movement of the throttle.

The throttle range was still restricted due to the engine mount deformity near the throttle cable mount.

When the throttle cable was disconnected from the carburetor, both the throttle cable and carburetor linkage moved smoothly to full travel in both directions.

The carburetor linkage was advanced multiple times and the carburetor accelerator pump discharged fuel.

Fuel was found at the fuel selector valve and in the fuel lines forward and aft of the firewall.

The fuel selector valve was removed and set to the position it was found in at the accident site. No restrictions noted.

David A. Zwicker
Aviation Safety Inspector
EMI-FSDO





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Inspector Statement -Accident investigation Piper PA-28-180 N2360R

6/24/2019 14:00 notified of aircraft (N2360R) accident near Marine City Airport (K76G)

6/25/2019 arrived at accident site at [REDACTED] Arnold Rd, Marine City, MI. 48039, with Inspectors William Streeter, and John Wilkinson.

After receiving permission from home owner, we walked to rear of property to aircraft wreckage. We found aircraft fuselage resting on it's left side, in a small tree line approximately .3 miles southeast of runway 4 of Marine City Airport (K76G). Latitude 42 43 02 N Longitude 82 36 41 W.

Observations at the accident site.

The fuselage was at a compass heading of 108 degrees. The wings and nose landing gear fork were separated from the fuselage. The nose gear fork and wheel assembly was located approximately 80 FT. east of the fuselage. The left wing was broken in to 2 pieces. The inboard section of the consisted of approximately 2/3rds of the wing and was located approximately 60' north of the fuselage in the same small tree line. The outboard section of the left wing was located approximately 2 FT south of the fuselage. The right wing was in one piece and resting upside down on the right side of the fuselage. The flight control cables to the right wing were intact and still connected to the fuselage. The propeller had 1 tip curled significantly forward and the other blade slightly bent forward, in my opinion showing the engine was making power on impact. Both blades showed minor bending to the rear closer to the hub.

Inside the cockpit, the aircraft was found in the following configuration.

Magnetos - both.

Fuel selector - RT tank. (The fuel selector was slightly CCW approximately 7/16 of an inch at the pointer end of the selector knob from the RT tank detent.)

Carb heat – off

Throttle – approximately centered.

Throttle friction lock – pointed down

Fuel mixture control - approximately centered.

Flaps – retracted

Electric fuel boost pump – off

Landing light – off

Pitot heat – off

Battery – Off

All circuit breakers set except Nav/Com breaker.

The throttle had continuity with the carburetor. The Carb heat linkage was broken off close to the flapper valve. The fuel strainer bowl was broken off of the gascolator. The Rt wing was tilted up and verified to contain fuel.

In my opinion, ground scarring indicated that the aircraft was traveling in a westerly direction at the time of impact.

7/09/2019, 10:45

Arrived at K76G with Inspectors William Streeter, John Wilkinson, Dennis Heinze, and David Zwicker for further mechanical analysis. The right wing fuel tank was tilted to obtain a fuel sample. The fuel was poured into a clean white bucket and appeared clear and bright, and showed no contaminants. The fuel was blue in color.

The fuel line was disconnected at the firewall and found to contain fuel. The magnetos were removed and taken to the K76G FBO and were tested and found in working condition. The exhaust and air intake box were both bent and interfered with throttle movement. The air intake box was bent back and the exhaust was removed to allow free movement of the throttle linkage. The linkage did allow for full travel at the carburetor, however the throttle lever would only travel to the mid position due to significant engine mount deformity. The throttle cable was disconnected from the carburetor and the engine mount. When disconnected, the throttle cable and the carburetor linkage moved smoothly to full travel in both directions. It was also noted that when the linkage on the carburetor was advanced, the accelerator pump was discharging fuel. (several times).

The spark plugs were removed. The number 4 cylinder lower spark plug had some black sooty deposits, possibly indicating misfire or non-firing. The remaining spark plugs appeared to have normal grayish brown deposits, indicating normal operation. The valve covers were removed and the engine rotated to verify continuity of the valve train and that the cylinders all had compression.

The fuel selector valve was removed and contained fuel. The fuel selector valve was low pressure air tested to verify that fuel would be available at the position that it was found in at the accident site. (No restriction was found at that position.)

(As of 7/11/2019)

Daniel Herzog

Aviation Safety Inspector



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July 11, 2019

Inspectors statement in regards to aircraft accident involving N2360R Cottrellville MI.

On 6/24/2019 at 1106L this office was made aware of an aircraft accident involving a Piper PA-28-180 N2360R. At 1300L I notified the National Transportation Safety Board (NTSB), and was provided an NTSB ID number and initiated FAA form 8020-23.

That same day I made contact with the St. Clair County Sheriffs and received their accident report 6/24/2019. The Ira Township Fire Department was contacted and their copy of the accident report was received 6/25/2019.

On June 25 2019 at 1030L myself and Inspector Streeter and Inspector Herzog arrived at [REDACTED] Arnold rd. Cottrellville MI. to access the scene of the accident. The aircraft was found on its left side with the nose at 108 deg. Both wings had been torn off. There was paperwork throughout the cabin and a radio com panel was laying on the floor of the a/c. Mr. Lamarra's checklist was found in the back seat pocket of the PIC's seat. We gathered numerous pictures of the impact zone and the aircraft. We then spoke to personnel from Marine City Airport (K76G). They stated there were no plans to move the aircraft at that time.

That same day at 1600L I contacted Ms. Judith Worthington to set up a possible date to interview the pilot Mr. Anthony Lamarra which would be conducted by Inspector Matti. She said he was just coming out of his second surgery. I told her Inspector Matti would contact Mr. Lamarra for a possible interview when he was able. I then contacted Mr. Lamarra's mechanic, Mr. Wilbur Beck to request the maintenance records. There was no answer and a message was left.

On 6/26/2019 myself Inspector Streeter and Inspector Herzog went to Pontiac Airport (KPTK) and received the maintenance records for N2360R from Mr. Beck.

On 7/1/2019 I was notified via email by Ms. Worthington that N2360R had been moved to Marine City Airport on 6/28/2019.

Inspector Wilkinson sent the Pilots Bill of Rights (PBR) via email precautionary on 7/8/2019 to Ms. Worthington for Mr. Lamarra to review. I spoke with Mr. Lamarra to verify he had received read it, he stated he had, also an email confirmation was received that same day sent by Ms. Worthington.

On 7/9/2019 myself and Inspectors Streeter, Herzog, Zwicker and Heinz arrived at Marine City Airport to inspect the engine for possible defects relating to the accident. At this time the following was accomplished:

The Valve covers were removed, the prop was turned and valves appeared to operate normally. I obtained fuel sample from rt wing ensure proper fuel was uploaded, no contamination observed and it appeared to be the correct fuel from the blue tint of the sample. The throttle linkage was disconnected from carb although bent from the impact, throttle travel appeared to be smooth from the stop to the firewall. The fuel strainer was inspected and there was fuel present in the line to the carb. Four top end spark plugs were removed, there appeared to be no fouling.

The lt and rt magnetos were removed by Inspectors Zwicker and Heinz and bench checked for proper operation. They reported back no defects were noted. The fuel selector valve was removed and inspected for proper operation due to valve not being completely in the rt wing detent. There were no defects noted. There were pictures taken to support these comments.

I received Mr. Lamarras flight logs at this time and was he was re interviewed by Inspector Streeter.

On 7/11/2019 a follow up meeting was held to update the NTSB on the progress of the investigation.

Sincerely,

John Wilkinson
Aviation Safety Inspector



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July 12, 2019

Inspector Heinze's statement in regards to aircraft accident involving Piper PA-28-180 N2360R Cottrellville MI. near the Marine City Airport K76G.

July 09, 2019, 10:45AM

Arrived at K76G Marine City Airport with Inspector Herzog, Streeter, Wilkinson, & Zwicker for fuel sampling & mechanical data gathering on N2360R.

Fuel sample was removed from the right wing and placed in bucket for white bucket test, fuel sample was clear and was of a blue cast typical with 100LL with no indication of water or other foreign matter.

Left and right magnetos were remove by Inspectors Zwicker and Heinze and tested at Marine City Aviation using their bench test equipment. No defects were noted. Spark plugs were removed, #4 lower plug had more of a blackened look that it may have not been firing properly, and all other spark plugs had a normal firing discoloration of a gray-brown cast. Aircraft was raised by mechanical means and placed on cribbing sourced from with the T-Hangar to allow propeller to be turned through. Valve covers were removed and propeller was rotated thru several times to ensure intake and exhaust valve operation and cylinders developed compression no issues were detected on visual valve train check and thumb compression check.

Engine exhaust manifold was removed and engine air intake box was removed to gain further access to the carburetor. The engine mount had sustained significant bending damage during the crash and dried soil & mud was lodged on the lower side of engine area. The bent engine mount along with the exhaust & air box restricted the full movement of the throttle linkage. Was linkage was disconnected at the carburetor the throttle control operated smoothly and appeared to be lubed in the area that was exposed at the carburetor end. When the arm on the carburetor was moved/ pumped fuel came out the bottom indicating fuel was still present within the carburetor. The engine fuel line was removed at the firewall and contained fuel after multiple pumps of the carburetor by different inspectors.

The fuel selector valve was removed from the left side interior of the aircraft, fuel was present from the high side of firewall connection to the forward or selector valve fuel output connection. Once selector valve was removed a low volume air test to check passage from left and right tank input connections to output connection and no defects were found.

July 11, 2019 a follow up conference call with NTSB personnel and Inspectors Anderson, Heinze, Herzog, Wilkinson, & Zwicker to the status of the investigation. Inspector Anderson will follow up on getting pictures and other items to NTSB. Further arrangements will be made to pull the engine from N2360R and perform an engine run up with details yet to be worked out.

Dennis Heinze
ASI FS EMI FSDO

T [REDACTED]



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July 31, 2019

Statement of Inspector Heinze of Engine Run-up test for aircraft N2360R.

Engine Run-up test at MIAT staff present Frank Zelinski and assistant Bill, Inspectors Heinze, Herzog, Streeter IIC, Wilkinson, & Zwicker were present. All photos and videos from engine run-up can be located at EMI FSDO O:\AGL223\N2360R\N2360R (Dennis).

Frank advised me that the engine crank had a bend and was noticeable when pulling propeller thru when timing the magnetos. The plugs were pulled and the engine was motored over the bend was easily seen and was evident looking at the starter to ring gear clearance. All inspectors discussed whether the engine should be started and run-up due to the amount of bend in the crank and wobble at the propeller flange.

MIAT staff discussed with school President about engine run up and possible damage to test cell if engine let loose at speed. President approved start without propeller installed. Propeller was removed and ring gear secured for engine start. Frank & Bill discussed start sequence and if Frank felt that the engine was going to over speed without propeller installed he would pull the throttle.

Engine was started and sparks came from the ring gear / starter clearance engine came up quick and Frank pulled throttle and engine stalled. On subsequent attempts the starter would engage and spin over then lock up and had to be manual turned thru to unlock the interference fit on engine crank. Several attempts to get a dial indicator reading at the propeller flange were attempted but the bend was large enough that the dial indicator plunger could not stay on the flange highest measurement seen was .035th before plunger dropped off. Pictures were taken with .010th showing.

See Table 101 for detail on photos and videos on EMI FSDO O:\AGL223\N2360R\N2360R (Dennis).

Table 101

Photo(s) / Video(s)	Description
MVI_0168	Shows the wobble with prop on and engine motored over.
IMG_0169 & 0170	Shows starter engagement/disengagement to ring gear.
IMG_0173 thru 0176	Shows the 2" of defection prop tip to prop tip on 76 inch prop.

MVI_0179	Shows Engine firing for start and Frank at MIAT pulls throttle back so it doesn't over speed with propeller removed, also note all the sparks from starter to ring gear.
MVI 0180 thru 0183	Shows starter hanging up while trying to crank
IMG_0184 thru 0187	Attempts at getting dial indicator reading. Unfortunately the plunger falls off the flange we didn't get pic of it but saw it in the range of .035 th before dropping off edge. Pics show approximately .010 th .

Engine did start and run as cylinders had compression, magnetos functioned on bench check, plugs spark tested, carburetor controls operated normally, fuel prime system operated normally. Due to the bend in the engine crank shaft the one start was successful but shut down before stabilizing RPM.

Dennis Heinze
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