

6/1/16

On June 1st, 2016 at 8:54am an Aeronca Champ departed runway 06. At approximately 100 feet Instructor and student pilot on board experienced an engine failure. Student Roger Leimbach and Instructor Greg McCarthy attempted a 180 degree turn back to the airport at a low altitude. Based on footage from a security camera it appears the right wing collided with the roof structure causing the airplane to have a collision into the hangar. Both instructor and student walked away from the aircraft and were transported to Christiana Hospital for further evaluation.

Jonathan Martin

Aviation Director

New Garden Flying Field

NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20581

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 6/1/2016
 I. Place of accident New Garden Airport Date 6/1/2016 Hour 8:50
 II. Aircraft Aeronca Champ FAA Certificate No. [REDACTED]
 III. What is your name [REDACTED] Age 25
 IV. Address [REDACTED]
 V. Occupation Flight Instructor By whom employed New Garden Flight Center
 VI. Where were you at the time of the accident Fuel Pump

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I watched the Champ make a short approach to runway 6 which resulted in being quite high. They got to about 25ft before initiating a go-around. The engine sounded like it ran at full power for a few seconds as the plane climbed to roughly 100ft. Engine then coughed and quit. Aircraft then began banking left, gradually increasing in bank as the aircraft got lower. It appeared the aircraft was at about 80° of bank when it impacted the hangar, possibly because it had stalled and was entering a spin. Jon Martin came running around the corner and instructed me to dial 911 which I did.

[REDACTED]
 (Signature)

NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date June 1, 2016I. Place of accident N57 Date _____ Hour _____

II. Aircraft _____ FAA Certificate No. _____

III. What is your name Melissa Ortega Age 42

IV. Address _____

V. Occupation _____ By whom employed _____

VI. Where were you at the time of the accident gas pumps @ N57

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

We John Tiplady and I just finished fueling up N2210 I was checking fuel (sump) on left wing I heard a aircraft above that sounded like the engine was out I watched it go over and the left wing was down turning towards the hanger. The plane then hit the hanger and came to rest inside. I immediately took off by foot running down to the hanger where the plane came to rest I got to the opening and could see the plane at rest inside the hanger. I went inside and approached the left side of the plane in the process I was yelling hello, waiting for a response Finally I heard the back passenger mumbling, and I relayed to him I was going to come around to the other side (right) door to ~~assess~~ evaluate him and to get him and the front passenger out. I got around to the right side, was able to look the back passenger over, while quickly evaluating the front passenger I decided to take the ~~front~~ rear passenger out first I got him safely out and to the grass outside the hanger. I ran back in to get the front passenger out.

(Signature)

Voluntary Statement of Pilot

We were doing take offs and landings for about an hour when on the down wind leg I was instructed to do a go around after simulating an engine failure. All of these were done on the grass.

We then proceeded to do a dead stick landing. We made a steep turn to base and a graded steep turn to final. ~~At this point~~ At this point we were approaching the field about $\frac{1}{4}$ of the way down on the grass ~~field~~ fields. We then made an attempt to do a go around when the instructor me to move into the center of the hard runway. We did that when the engine sputtered. The instructor then took over and did make a left turn at about 100' above the ground. The engine then was completely off. ~~attempted to~~

What happened is that I ~~switched the fuel lever to~~ ~~the off position~~ ^{likely} instead of pulling the carburetor heat attempted to put the carburetor heat control back in, but it is likely that I moved the fuel shut off to the off position. When the engine sputtered and quit the flight instructor took over the controls ~~and~~ then turned and flew into the hangar.

Regin G Lembeck
Pilot

June 2, 2016

From: Gregory McCarthy [REDACTED]
Sent: Friday, June 03, 2016 1:09 PM
To: Bauer, Michael (FAA)
Cc: Gregory McCarthy
Subject: Statement Aeronca Accident N57 6/1/2016 Approx 9 EST

Mike,

Thank you for the your time and work on this. I will get the log book to you next week along with a copy of my medical certificate.

My statement follows below:

Roger Liembach (student) and I were flying for about 30 minutes and on the last approach I initiated a simulated engine out procedure. He turned a close in base and final as would be expected and lined up for the grass runway. At about 25 feet, I requested that he initiate a go around and asked that he advance the throttle slowly to full power and turn gently to the center of the runway to continue his climb.

As best as I can recall, we were at about 200 feet when the engine quit, momentarily sputtered and then finally went silent. I recall checking the magnetos, carb heat and fuel lever which all appeared to be in proper position. Having used about 2-3 seconds of time, I moved to consider landing options.

I decided that a forward trajectory had more dangers and obstacles such as construction traffic, vehicles, a shallow ravine, electric wires and a busy Newark Rd. I took the controls and turned left 90 degrees positioning us in a trajectory over the hangar for a touch down and rollout on the grass in an uphill direction to dissipate speed and energy.

As we turned and progressed, I realized that we would most likely not clear the top of the hangar and that would be a worse situation. At that point the airplane was losing altitude quicker and heading toward the hangar door. I used the last movement of the stick control to pull the nose in a 45 degree up position to have the engine penetrate the metal door before the fuselage.

I don't remember anything after the impact until I was told by a young woman who was on the scene that I had exited the aircraft on my own. She escorted me through the impacted hangar door to the grass. Roger walked out shortly behind me.

I would like to see the photos and talk with you more about your findings. Let me know when it is acceptable to speak about this incident to others.

Thanks again,

Greg

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Greg McCarthy

Mobile



Voluntary Statement of Pilot

We were doing takeoffs and landings for about one hour when on a downwind leg I was instructed to execute a simulated engine failure. All of the landings were done on the grass.

We then proceeded to do a dead stick landing. We made a steep turn to base and a further steep turn to final. At this point we were about one-quarter of the way down runway 06 over the grass.

We then proceeded to do a go-around when the instructor told me to move over to the center of the concrete runway. At this point the engine sputtered and then failed. The instructor took over and made a left turn at about 100' above the ground with the intent of flying over the hanger. The engine was now completely off.

What is conjecture? I attempted to put the carburetor heat back in, but it is possible that I closed the fuel shut-off valve. When the engine sputtered and the engine subsequently shut down the flight instructor took over and flew the plane into the hanger.

Roger A Leimbach

Pilot

June 4, 2016