

Record of Observation

Date: OCT 10, 2017 Centre Hall, PA
Description: N3538H, Ercoupe 415C Accident Damage Evaluation
Accident: ERA 17 LA 007

This Inspector responded to an accident event, involving N3835H, Ercoupe 415C, serial 4163, on Oct 10, 2017, at Penns Cave Airport, (N74), Centre Hall, PA.

The accident occurred at approximately 1415, OCT 6, 2017.

The aircraft made an emergency landing, approximately .40 miles from the departure end of Rwy 25. The aircraft touched down on a heading of 190 degrees on a downward incline and continued rolling in a left turn to approximately 160 degrees and came to rest approximately 450 feet from touchdown. The aircraft passed through a rigid pasture fence during rollout.

Examination of the aircraft at the accident site revealed substantial damage to the left and right wing leading edges due to impact with pasture fencing and posts, a collapsed nose gear, damaged propeller and punctured windscreen.

The aircraft structure and all components were accounted for at the site. Flight control continuity was verified as satisfactory. Fuel was available in both wing tanks and fuselage tank

The pilot reported loss of power during the climb out from Rwy 25 @ N74. Therefore, a preliminary engine inspection was performed to verify engine control continuity and basic engine functions.

Fuel was confirmed as available at the carburetor. Engine control continuity was found to be satisfactory. During simple Cylinder Compression testing (thumb test), number 2 cylinder, was found not to be producing and compression or exhaust function. All other cylinders were satisfactory.

Inspection of the # 2 cylinder valve train (rocker arm and valve movement) was performed and the # 2 cylinder exhaust valve was observed in the open (compressed) position without rocker arm contact. The valve remained in the open position after cycling the engine several times to confirm valve train continuity. This condition is consistent with a "stuck" or frozen valve. This condition would result in a reduced power condition, as described by the pilot.

Photographs were taken of the aircraft and engine conditions.
The aircraft was secured for disposition by the NTSB.

JAMES H POOL

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James H. Pool
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