

8. AIRPORT NAME

INDIANA COUNTY JIMMY STEWART FIELD

16. POWER PLANT MAKE/MODEL/SERIES

FRANKLIN 6A4165 SERIES B3

33. NARRATIVE

N4059C SEPT 4 AND 6, 2018 WDG

I SPOKE WITH MARK HENCK; THE FLIGHT INSTRUCTOR THAT WAS ON BOARD THE AIRCRAFT AT THE TIME OF THE ACCIDENT. MR. HENCK SUBMITTED A WRITTEN STATEMENT OF THE EVENTS OF THE INSTRUCTIONAL FLIGHT WITH THE AIRCRAFT OWNER; JAMES DUNCAN. MR. HENCK STATES THAT AFTER FIVE PRACTICE LANDINGS AND DEPARTURES, THE ENGINE LOST POWER AT 300' AGL AND HE TOOK CONTROL OF THE AIRCRAFT FOR THE REMAINDER OF THE FLIGHT AND GUIDED THE AIRCRAFT TO AN OPEN AREA ADJACENT TO THE AIRPORT. I ARRIVED AT THE KIDI HANGAR WHERE THE AIRCRAFT IS SECURE. EXTENSIVE DAMAGE IS OBVIOUS. THE IMPACT FORCE OF THE HARD LANDING CAUSED THE MAIN LANDING GEAR STRUTS TO BE BROKEN AND DEFORMED OUTWARD PERPENDICULAR TO THE FUSELAGE. THE LOWER ENGINE COWLING IS CRUSHED UPWARD INTO THE AIR INDUCTION SYSTEM. THE PROPELLER BLADES ARE BOWED AFT WITH LITTLE IMPACT DAMAGE. THE ENGINE MOUNT IS BROKEN IN THREE LOCATIONS AND DEFORMED AT SEVERAL AREAS. THE FUSELAGE LEFT AND RIGHT SIDES SHOW SIGNS OF TWISTING AND BREAKAGE. FURTHER INVESTIGATION DETERMINED THAT THE ENGINE DRIVE TRAIN APPEARS TO BE INTACT AND CONTINUITY EXISTS. EACH CYLINDER ASSEMBLY DEVELOPS COMPRESSION AS EXPECTED DURING THE ENGINE CYCLE. EACH OF THE TWO MAGNETOS IN THE IGNITION SYSTEM APPEAR TO GENERATE HIGH-VOLTAGE PULSE AT THE PROPER TIMING OF THE COMPRESSION STROKE TO PRODUCE IGNITION, ALTHOUGH THE MAGNETOS SHOULD BE INSPECTED AND TESTED AFTER REMOVAL FOR A PROPER EVALUATION. THE CARBURETOR WAS NOT REMOVED AT THIS TIME, BUT APPEARS TO BE INTACT EXCEPT FOR DEFORMATION OF THE CARBURETOR HEAT BOX AND AIR INTAKE. THE FUEL THAT REMAINED IN BOTH WING FUEL TANKS WERE DRAINED AND EXAMINED FOR WATER AND CONTAMINATES. THERE WAS NO EVIDENCE OF WATER OR MOISTURE FROM CONDENSATION. THERE WAS A CONSIDERABLE AMOUNT OF DEBRIS IN THE REMAINING FUEL FROM BOTH TANKS. THE FUEL GASCOLATOR BOWL AND FILTER WERE REMOVED FOR INSPECTION. THERE WAS A CONSIDERABLE AMOUNT OF DEBRIS IN THE BOWL AND FILTER, AND MORE IS EVIDENT IN THE REMAINING FUEL. THE DEBRIS IS BEING RETAINED FOR ANALYSIS. THE ENGINE IS INTACT AND CAPABLE OF AN ATTEMPT AT MOTORING AND STARTING. FURTHER INVESTIGATION CAN BE PERFORMED IN CONJUNCTION WITH ENGINE RUN ATTEMPTS IF NEEDED.

ON SEPT 9 2018, I RECEIVED A WRITTEN STATEMENT FROM MR. DUNCAN. MR.

DUNCAN'S STATEMENT CONCURS WITH MR. HENCK CONCERNING THE SEQUENCE OF EVENTS PRIOR TO THE EVENT, DURING, AND AFTER. END WDG

43. BRIEF EXPLANATION OF ISSUES INVOLVED

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