

N2184X Accident Notes

Brad Pabian

2-26-19

- Performed a normal pre-flight inspection – no issues were found. Sump check on Left, Right fuel tanks and fuel selector valve were all normal. Both fuel tanks were full. 6qts oil in the engine.
- Requested VFR departure with flight following to KLEX at 3000 feet
- Taxi to Runway 24. Performed engine runup and pre-takeoff checklist in the area along taxiway H to the northeast of LEA.
 - I don't recall whether I started the engine on the left tank or right tank, but I switched tanks prior to the engine runup, verifying fuel pressure before and after switching. The fuel selector remained on the second tank for takeoff.
 - Engine runup to 2000 RPM, carb heat and both magneto checks produced normal RPM drops. Oil Pressure, temperature, gyro suction, fuel pressure, and alternator current were all normal. Reduced engine to idle, and finished taxi to Runway 24
- Cleared for takeoff on a 090 initial heading. Turned on electric fuel pump, verified mixture rich, lights on, flaps up.
- Takeoff roll was normal, verified oil pressure, temperature, fuel pressure and gyro suction were normal as the plane was at full RPM and started takeoff roll
- Acceleration was normal through 60 knots, rotated and became airborne.
- Accelerated in climb to around 70 knots. Engine began to run roughly, made a decision to land straight ahead on remaining runway.
- Made radio call indicating an engine failure
- Deployed flaps to increase drag.
- Landed on the remaining runway, over-ran the end and was stopped by the airport perimeter fence
- Turned off electrical equipment, pulled mixture and turned off magnetos. Retracted flaps to be able to more easily climb out.