

TIMOTHY PRICE

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Mr. Anderson,

Per your request, here is a summary of my recollection of the events related to the accident involving N2184X on 2/26/2019.

I arrived at the hangar approximately 1800 hours. Brad was performing the pre-flight inspection. I observed some of his inspection and helped by visually checking the lights as they were being switched on. Other than that I intentionally allowed him to perform the inspection without interruption.

The aircraft started easily on the second attempt, following a pump or two of primer. Brad contacted ground and obtained flight following information. We taxied from hangar to runway 24 via Juliet Hotel, stopping just beyond LEA for runup. Brad performed preflight check while verbalizing the steps, I believe using his checklist. I observed him switching fuel tank selector and turning off electric fuel pump during this time. I also observed him increasing throttle to 2000 RPMs and checking both left and right magnetos independently and observing minimal rpm drop with both. I also witnessed him turn on carb heat and confirm slight RPM drop and then return carb heat off.

While holding short of 24 I asked if he wanted landing light on to which he replied that it is his practice to turn it and the fuel pump on upon receiving clearance for takeoff. He subsequently turned both on after receiving clearance. We visually cleared the approach end of any aircraft and taxied onto the runway. Throttle was advanced with good response. Brad called off instrument checks being good and then our speed before rotating and lifting off. Initial performance appeared normal for several seconds and we had good climb.

The engine hesitated for probably less than one second, then sounded rough. We both made some comment such as "that's not good". I believe Brad may have checked engine controls and the engine stuttered briefly once more. I looked down to see that we still had some usable runway below. I suggested to put it back down, thinking that was a better option than continuing airborne away from the airfield with zero good

places to put down in the event the engine quit or had inadequate power to return to Bowman.

I believe Brad either immediately agreed or had the same idea and he pushed the nose down toward the runway, extending flaps as we neared touchdown. He called tower and declared "engine failure". He landed in the center of the runway and braked but we still had significant speed and could not stop before leaving the runway and impacting the fence.

After impact I turned off some switches (I think fuel pump for sure, maybe some lights) then the master and asked Brad to turn off the mags. We unbuckled and exited the aircraft without difficulty.

Timothy Price