

N2184X– Aircraft Accident- 02/26/2019- Louisville, Ky -LOU

NOTE: The information in these notes is preliminary, may contain opinion, is subject to change, and may contain errors.

NTSB Accident #: ERA 19 LA 109

Aircraft and Pilot Information Summary:

Aircraft: N2184X – 1979 Piper –PA-28-181 Archer II, S/N: 287990365- Airworthiness Certificate dated: R-07 MAR 1979. Current time on Tach: 8707.15 Hours.

Aircraft Registration Issued to: Louisville Pilots Club, Inc. PO Box 227733, Louisville, KY 40252, Due 3/31/2020

Engine: Lycoming O-360-A4M, S/N: L-26884-36A, TSOH 468.46, Tach 8669.0 both times at Annual Inspection. Engine overhauled by G&N Aircraft on 01/27/2015 Time in Service 3755.3 hrs .Engine installed on at aircraft tach time of 8200.86 on 4/18/2015. Tach time at accident 8707.15 hrs. Therefore 506.14 since overhaul.

Prop: Sensenich Model: 76EM855-0-62

Last Annual Inspection Date:08/10/2018- Tach 8669.0, IA- Steven Sheeley IA # 3099897

Pilot – Commercial: Bradley William Pabian, **DOB:** [REDACTED] **Cert #:** [REDACTED]
[REDACTED]

Accident site: Departure end of runway 24 Bowman Field (LOU) Louisville, KY, PeeWee Reese Road

Accident Information Summary: On 02/26/2019 - Pilot stated: At approximately 18:30 EST he was departing runway 24 at LOU. All was normal, rotated and reached around 100 feet altitude. Then engine began to run rough, so he set aircraft back on runway and applied brakes. He was unable to get aircraft stopped, and skidded off the departure end of runway 24. Went through the chain-link airport perimeter fence and aircraft came to rest just past fence in Seneca Park on Pee Wee Reese Road. Aircraft received substantial damage. Both pilot and passenger were unhurt.

02/26/2019 - Aviation Safety Airworthiness Inspector Holsclaw from the FAA Louisville Flight Standards District Office departed the office around 19:40 EST and arrived on scene at LOU at 20:00 EST. The investigation was started and multiple pictures of the aircraft and accident scene were taken. Pilot and passenger were both interviewed and were asked to prepare a written statement as to what happened in their own words. Battery was disconnected and ELT was secured. Fuel tanks were checked and found to be over half full of fuel. Fuel selector was found on left tank. Throttle was found to be full forward, Mixture was found to be in the full lean position, Mag switch was found in the off position and key removed. Carb Heat was found in the off position. Aircraft was substantially damaged; left wing main spar separated at fuselage and right wing spar was torn back outboard of fuel tank due to impact with perimeter fence and posts.

FSDO Inspector contacted Regional Operations Center at 404-305-5180 and was put in touch with NTSB Adam Gerhart, who released aircraft to be moved from road. Understanding the FAA was not responsible for any moving or storage costs, aircraft was placed on flatbed and relocated aircraft to a secure T-hangar at LOU provided by Airport Manager – Mike Thompson.

02/27/2019 – Lou FSDO Inspector's Holsclaw and Zehr went to Bowman (LOU) and picked up the aircraft records from John Wieland, Louisville Pilots Club Treasurer. Chain of custody form signed?

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02/28/2019 – Inspector's Holsclaw and Zehr went back to Bowman to investigate accident aircraft. Fuel drained from both left and right wing tanks and found clear. Fuel strainer was found to have post crash damage, however I was able to drain some fuel from strainer bowl and found clear. Cut safety wire and removed plug from carburetor bowl, drained bowl and found clear fuel. Marked and photographed each fuel sample taken. Removed all spark plug leads, removed all spark plugs, marked position and photographed. Re-installed lower plugs, turned engine through and did thumb compression on each cylinder. #1 Cylinder had little or no compression, removed rocker box cover and observed that both intake and exhaust valves appeared to open and close when rotating prop. Turned mag switch to both. Checked spark at each plug wire and found Left magneto had spark at each lead. Right mag has no impulse coupling, so no spark at right magneto plug leads as expected. Contacted NTSB and let them know what we found. Sent them a copy of the annual sign off and some pictures as requested. Discussed with Eric Alleyne NTSB, the possibility of having G&N Aircraft come and assist with further evaluation of engine, since they performed the last overhaul and he concurred.

03/12/2019 – Inspector's Holsclaw & Zehr met with Dennis Wyman of G&N Aircraft at 11:00 am Bowman (LOU) to oversee evaluation of engine (Lycoming O-360-A4M, S/N: L-26884-36A) in N2184X. Engine experienced sudden stoppage during accident. The following was observed: Magneto timing was 5 Degrees off when checked. - #1 cylinder compression 20/80 before; then rocker arms were removed and intake valve re-seated, compression then went to 72/79. – Prop was rotated and spark checked at each of the left mag leads again and each lead had spark. – Left Magneto removed, found two ignition wires in distributor cap showing evidence of arcing, one ignition lead was found no longer attached to insulator & spring. Found points to be opening .010 gap.– Tab on coil was found to be bent down, not level. – Right Magneto: was removed and rotated with socket on drill, had spark at each lead. Found points to be opening with .009 gap. – Found metal copper electrode on right mag distributor gear to be loose and no longer captured at shaft. Possible mis-firing on both mags from the above magneto issues could have led to the rough running engine. Reference Slick /Champion Aerospace Service Bulletin SB1-15A dated 07/02/2015 revised 11/12/2018- calls for replacement of distributor gear assemblies with copper electrode to monel electrodes. SB not complied with. Additional aircraft records had to be provided by the owners. Aircraft records and Airworthiness Directives are still in process of being researched by the IIC.

Contacts:

Pilot - Brad Pabian [REDACTED]

Passenger - Tim Price [REDACTED]

Louisville Pilots Club Contact - John Wieland [REDACTED]

NTSB - Adam Gerhart 2 [REDACTED], Assigned to: Eric Alleyne [REDACTED]

Airport Manager Bowman -Mike Thompson [REDACTED]

Regional Airport Authority - On Scene Contact - Megan Thoben [REDACTED]

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Report compiled by:

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Federal Aviation Administration

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