



## NATIONAL TRANSPORTATION SAFETY BOARD

### Eastern Region – Ashburn, Virginia

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#### Record of Conversation

**Who:** Stephen Cabiroy, pilot/owner/builder N753D

**When:** August 27, 2019

**RE:** ERA19LA253

In a telephone conversation, Mr. Cabiroy stated that he and his wife reside in Virginia and had flown from Virginia to Florida about a week before the accident. He said they flew to Kissimmee and stayed the week. While in Kissimmee, they flew to Lakeland, Florida, purchased fuel, before flying back to Kissimmee. During these flights he had no issues with the airplane. Mr. Cabiroy said that on the morning of the accident, he performed a normal preflight inspection and engine run-up before departure, and everything was normal. He told his daughter what time he was departing and that he was flying to Sebastian, Florida, to visit the builder of the Velocity airplane kit. Mr. Cabiroy said shortly after takeoff, at 2,000 ft altitude, he simultaneously lost complete electrical and engine power. He said, "Everything went silent." He attempted to re start the engine several times, but to no avail. Mr. Cabiroy eventually feathered the propeller and landed in a field and flipped over. Both he and his wife were both wearing their respective three-point shoulder harness/lap belts, but the inboard structural attachment for his lap belt broke off during impact and he was thrown into the back seat. When he went backwards, he struck his wife's seatback, and broke it in a backwards direction. The pilot said this was a good thing, because it allowed her to better maneuver in the cabin (which stayed intact) until help arrived.

The airplane was equipped with a 406 ELT, which was registered to Mr. Cabiroy. He said the Air Force Rescue Coordination Center (AFRCC) called him directly after the accident (time stamp on the phone was 0858), but his cell phone was under the airplane and he did not have access to it. The AFRCC called him again and left a message asking him if he needed assistance. Mr. Cabiroy was unable to return the call. When Mr. Cabiroy did not call his daughter to tell her that he had safely landed in Sebastian, she knew something was wrong and started making phone calls. Local law enforcement located the wreckage about 1345, five hours after the accident occurred. Mr. Cabiroy broke his right hip and his wife broke her left ankle and had two collapsed lungs.

Mr. Cabiroy said that he wired the airplane's electrical system himself. He had a dual electronic ignition system, with no mechanical back up. He had a 24v system with an Odyssey battery wired in sequence and two alternators. There were two master solenoids, with one

wired to the master switch and the other was independent. Mr. Cabiroy said everything was routed thru the battery, including the dual electronic ignition system. He said that since "everything shut off at the same time", the +/- lead on the battery had to have been "pulled" somehow.

The engine was a straight Continental IO-550 engine with no alterations except the dual electronic ignition system. When asked if he thought there were any mechanical issues with the engine, Mr. Cabiroy said he could not confirm that. He could only confirm that the engine and electrical system failed at exactly the same time.

The airplane was also equipped with a dual Grand Rapids avionics panel and an Avidyne 440. The Grand Rapids units were set up to record the airplane's power distribution.

The pilot will provide an electrical schematic and copies of all three logbooks. He and his wife were being released from the hospital on August 28, 2019.

Leah D. Read, Sr. ASI