

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA23LA268

WRECKAGE EXAMINATION

June 13, 2023

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A. ACCIDENT

Location: Louisville, Georgia
Date: June 3, 2023
Time: 1709 EDT
2109 UTC
Airplane: N828WD; Barden Jabiru J250

B. WRECKAGE EXAMINATION

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C. SUMMARY

On June 3, 2023, about 1709 eastern daylight time, an experimental, amateur-built Barden Jabiru J250, N828WD, was substantially damaged when it was involved in an accident near Louisville, Georgia. The private pilot had minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported the following. He was preparing for a takeoff at Louisville Municipal Airport (2J3), Louisville, Georgia on a local flight. During the takeoff roll, the airplane started to drift left of runway centerline. He responded with right rudder; however, the airplane continued to drift to the left. He continued to add right rudder until the pedals reached the hard stop. The airplane departed the runway surface and entered a grassy area. He attempted to raise the nose to "save the nose gear." The airplane continued down an embankment, crossed two drainage ditches, and came after colliding with a third ditch.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

The wreckage was stored at the recovery facility in Griffin, Georgia and was in several sections consisting of the fuselage and empennage, both wings, both wing struts, and both main landing gear. There was no evidence of a fire.



Photo 1: The wreckage laid out at the recovery facility.

1.1 Fuselage

The fuselage remained intact with the cockpit and cabin doors still attached. The lower, forward fuselage (fiberglass construction) was crushed in an upward and aft direction, compromising and deforming the cockpit floor and impinging on the rudder controls.



Photo 2: View of the forward fuselage crushed up and aft.



Photo 3: View of the left side of the fuselage with main landing gear removed.

1.2 Empennage

The empennage remained attached to the aft fuselage and was undamaged. The elevator remained attached and in position. Control continuity was established from the elevator to the center-mounted cockpit control (stick).

The rudder remained attached and in position. The control push/pull rod remained attached to the rudder. Control continuity was established from the rudder to both sets of rudder pedals in the cockpit. The pedals were manipulated by hand; the right rudder pedals were free to travel unrestricted to the hard stop. The left pedals were restricted by the postaccident deformation of the cockpit floor.



Photo 4: View of the empennage, rudder in neutral position.



Photo 5: View of the rudder attachment and hard stop.

1.3 Aircraft Wings

Both wings and lift struts were removed by recovery personnel and were undamaged. The ailerons were in place and could be manipulated by hand with full travel stop-to-stop. Control continuity was established from the ailerons to the disconnected push/pull rods at the wing attachment points. The wings flaps were retracted.

1.4 Landing Gear

The nose landing gear was collapsed and crushed under the forward fuselage. The nose gear steering linkage was intact. The left and right main landing gear were removed by recovery personnel. Functional testing could not be performed; however, the tires showed no evidence of skidding or damage and had sufficient tread remaining. The wheel brakes and pads were in good condition and showed no evidence of heat distress.

1.5 Cockpit

The cockpit was intact except for the previously mentioned floor deformation and the avionics were removed.



Photo6: View of the cockpit, note deformation of cockpit floor.

Submitted by:

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