

Joshua Young
Air Safety Investigator
AS-ERA

Date: 9/26/2024

Subject: ERA24LA355, FAA Statement

Contact: Matthew Heieren, Aviation Safety Inspector, Federal Aviation Administration

Inspector Heieren provided the following statements to the IIC via electronic mail on 9/26/2024.

"ON 08/14/2024 AT APPROXIMATELY 1100 HOURS (ET), A BEARHAWK, EXPERIMENTAL, SINGLE ENGINE AIRPLANE WAS BEING PILOTED AT ME17 (THOMAS AIRPORT) IN ROXBURY, ME. THE PILOT REPORTED HE WAS DOING PATTERN WORK AT ME17 ACCOMPLISHING "TOUCH AND GO'S." THE PILOT WAS LANDING ON RWY 01 AND HE REPORTED SOME GUSTY WINDS BUT SAID THEY WERE APPROXIMATELY 5 MPH. ON THE LAST TAKEOFF, COOLANT WAS COMING OUT OF THE COWLING, SMOKE BEGAN ENTERING THE COCKPIT AND THE PROPELLER / ENGINE STOPPED. THE AIRPLANE WAS APPROXIMATELY 4/5 DOWN THE 1800 FOOT RUNWAY WHEN THE STOPPAGE OCCURRED AND NOT FULLY AIRBORNE. AT THE END OF THE RUNWAY 01 IS A 10 FOOT EMBANKMENT AND THE SWIFT RIVER. THE PILOT APPLIED THE BRAKES IN EFFORT TO STOP BEFORE THE EMBANKMENT. THE AIRCRAFT EMPENNAGE STRUCK THE EMBANKMENT CAUSING DAMAGE TO THE AIRFRAME STRUCTURE. THE AIRCRAFT STOPPED JUST BEYOND THE INITIAL POINT OF IMPACT. NO INJURIES REPORTED AND NO PASSENGERS WERE ABOARD."

"The engine had a strong coolant smell and there was some spots inside the cowl area as well as around the cowl that had some liquid spray (I presume coolant). This was on the inside of the upper engine compartment area. The coolant smell was apparent as you walked toward the engine compartment (3-4 feet away) and very heavy as you put your face close to the access door where the coolant cap is located."