

**16. POWER PLANT MAKE/MODEL/SERIES**

LYCOMING IO-540 AB1A5

**17. PROPELLER MAKE/MODEL/SERIES**

MCCAULEY B3D336C431-B

**23. WX. BRIEFING SOURCE - OTHER**

3RD PARTY BRIEFING - FOREFLIGHT

**33. NARRATIVE**

ON FRIDAY MARCH 1, 2019 AT APPROXIMATELY 1921 EASTERN STANDARD TIME N26617 A CESSNA 182S WAS DESTROYED WHEN IT COLLIDED WITH TERRAIN SHORTLY AFTER TAKE OFF FROM RUNWAY 23 AT TRIANGLE NORTH EXECUTIVE AIRPORT(LHZ).

LOCATION OF ACCIDENT REPORTED AT [REDACTED], LOUISBURG, NC. APPROXIMATELY 1.66 MILES FROM END OF RUNWAY 23.

THREE FATALITIES.

NIGHT INSTRUMENT METEOROLOGICAL CONDITONS PREVAILED.

AN IFR FLIGHT PLAN WAS FILED AND ACTIVATED FOR A PERSONAL FLIGHT CONDUCTED UNDER 14 CFR PART 91 FROM LHZ TO HILTON HEAD, SC. A WEATHER BRIEFING WAS OBTAINED THEOUGH A THIRD PARTY VENDOR (FOREFLIGHT).

CLEARANCE INSTRUCTED THE PILOT TO ESTABLISH A HEADING OF 180 DEGRESS AND CLIMB TO 3,000 FEET MSL. TAKE OFF FROM RUNWAY 23. ACCIDENT AIRCRAFT WAS IDENTIFIED(TARGET) AT 19:20 OVER THE RUNWAY AT 425 FEET MSL. ACCIDENT AIRCRAFT (TARGET) WAS LOST AT 625 FEET AT 19:21. COMMUNICATION FROM THE PILOT AND ATC WAS NEVER ESTABLISHED.

ASI BURCH ARRIVED AT [REDACTED], LOUISBURG, NC. AT APPROXIMATELY 1000 STANDARD EASTERN TIME. 03/02/2019. CONFIRMATION OF THREE FATALITES WAS ESTABLISHED. EMS ESCORTED FAA INVESTIGATIVE TEAM TO THE CRASH SITE VIA ATV. LOCAL EMS AND NC STATE HIGHWAY PATROL HAD BEEN AT THE SITE ALL NIGHT SECURING THE SCENE.

UPON ARRIVAL AT ACCIDENT SITE ASI BURCH OBSERVED THE AIRCRAFT WRECKAGE SECURED TO A TREE PARTIALLY SUBMERGED IN A SMALL STREAM VIA WEB STRAPPING. DEBRIS WAS SCATTERED FORWARD OF THE WRECKAGE ON A STEEP INCLINE EXTENDING FROM THE STREAM BANK. DEBRIS WAS ALSO NOTICED ON THE OPPOSITE STREAM BANK AND IN A TREE THE AIRCRAFT HAD IMPACTED ON ITS DESCENT. SOME OF THE DEBRIS HAD BEEN MOVED BY EMS PERSONNEL IN ORDER TO GAIN ACCESS TO THE ACCIDENT SITE, BUT ORIGINAL LOCATIONS WERE POINTED OUT BY EMS PERSONNEL WHO HAD MOVED THEM.

ASI BURCH TOOK PHOTOGRAPHS OF THE ACCIDENT SITE AND DOCUMENTED INDIVIDUAL

AIRCRAFT COMPONENTS WHERE THEY IMPACTED THE GROUND BY PHOTOGRAPH. THE NTSB IIC HAD AUTHORIZED FRANKLIN COUNTY EMS EMERGENCY RESPONSE CHIEF DURING A PHONE CONVERSATION TO MOVE THE WRECKAGE FROM THE WATER. THIS WAS LATER CONFIRMED IN A PHONE CONVERSATION WITH THE NTSB IIC PRIOR TO HIS ARRIVAL.

ASI BURCH WAS GIVEN A LIST OF WITNESS'S FROM FRANKLIN COUNTY EMS EMERGENCY RESPONSE CHIEF. THESE STATEMENTS WERE COLLECTED BY NC HIGHWAY PATROL. WITNESSES FROM THE GROUND STATED THEY HEARD THE AIRCRAFT TAKE OFF AND THE SOUND OF ACCELERATION BEFORE AN IMPACT COULD BE HEARD. ANOTHER WITNESS STATED THE RAIN WAS INTENSE ENOUGH TO INTERRUPT SATELITE RECEPTION.

THE AIRCRAFT WRECKAGE WAS MOVED TO TRIANGLE NORTH EXECUTIVE AIRPORT 'T' HANGAR LEASED TO THE PILOT.

MARCH 3, 2019 AN INVESTIGATION OF THE ENGINE AND AIRFRAME WAS CONDUCTED BY FAA, LYCOMING AND TEXTRON AIR SAFETY INVESTIGATORS. NO AIRFRAME OR ENGINE ANOMALIES WERE NOTED.

DUE TO THE AMOUNT OF DAMAGE SUSTAINED AND A PORTION OF THE RIGHT WING MISSING INCLUDING THE RIGHT HAND FLAP A COMPLETE FLIGHT CONTROL CONTINUITY CHECK COULD NOT BE ACCOMPLISHED. DURING THE INVESTIGATION COMPLIANCE OF AD 2019-01-02, ASPEN AVIONICS, INC., EVOLUTION FLIGHT DISPLAY UNITS CAME INTO QUESTION. ALTHOUGH AD WAS NOT ADDRESSED BY THE OWNER/OPERATOR, AN INVESTIGATION INTO AD REQUIREMENTS WAS CONDUCTED. THROUGH STATEMENTS OBTAINED FROM THE INSTALLATION AGENCY AND PHONE CALL DISCUSSION WITH EQUIPMENT OEM, IT WAS DETERMINED THE AD WAS NOT A CONTRIBUTING FACTOR.

A REVIEW OF THE AIRFRAME LOGBOOK INDICATED THE AIRCRAFT HAD AN ANNUAL INSPECTION COMPLIED WITH 11/12/2018 AT 3,757 TOTAL AIRCRAFT HOURS.

THE PILOT HELD A PRIVATE PILOT CERTIFICATE RATED FOR SINGLE ENGINE LAND AND INSTRUMENT RATED.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** N26617 Aspen Evolution 2500 series installation and configurations  
**Date:** Friday, March 08, 2019 11:51:28 AM

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I, Christopher Thomas Loeffel, Avionic Technician apprentice with Boggs Avionics, Installed Aspen Evolution 1000PFD, Aspen Evolution 1000MFD, and Aspen Evolution 500MFD, work order 2012 on file with Boggs Avionics at Seahawk Aviation [REDACTED] Wilmington, NC. 28405. The installation was performed during the months of April and May 2018 under the direct supervision of George Boggs CRS# YOGR280Y. During this installation ADS-B functions were not used in any of the Aspen Evolution RS-232 ports on any of the units. As per configuration, and check out procedure, the verification is located on pages 242 and 243 under RS-232 configuration A-B documents submitted. Aspen EFD1000 mandatory service bulletin 2018-01 is not applicable due to RS-232 ADS-B functions not in use during the installation process, and check out procedure when aircraft was returned to service after Avionic installation.

Christopher Loeffel  
Seahawk Aviation

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: ERA19FA113, N26617, Louisburg, NC  
**Date:** Tuesday, February 11, 2020 3:47:02 PM  
**Attachments:** [image001.png](#)

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Mr. Rayner,

How are you, Sir? I am now at the CRW (Charleston WV. FSDO) New contact number listed below.

Based on the statement received 3/8/2019 from Avionics tech. Chistopher Loeffel at Boggs Avionics, during the installation, ADS-B functions were not enabled, RS-232 ports not activated. By not activating the RS-232 ports ADS-B functions were not available. Aspen EFD1000 mandatory service bulletin would not apply. Service bulletin 2018-01 dated November 21, 2018 contains procedures to disable the ADS-B In function and revise the AFMS. Thus the conclusion of the service bulletin not applying. AD 2019-01-02 requires disabling the ADS-B In function by changing the RS-232 Input. The difference in the AD and service bulletin is the AD requires contacting the FAA for approval of the procedure. Since Boggs avionics did not enable the RS 232 port, neither applied.

Any questions please do not hesitate to contact me.

Regards,

**Jeffrey W. Burch**  
**Aviation Safety**  
**Principal Maintenance Inspector, AFG-200-EA-09**  
[REDACTED] **Charleston, WV 25311**

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**From:** Rayner Brian [REDACTED]  
**Sent:** Tuesday, February 11, 2020 2:42 PM  
**To:** Burch, Jeffrey (FAA) [REDACTED]  
**Subject:** ERA19FA113, N26617, Louisburg, NC

Doctor Burch,

How are you, my brother? I hope all is well.

I'm trying to write this up and what you gave me is outstanding stuff, but based on what the avionics tech wrote, the *Service Bulletin* did not apply to the avionics suite as configured.

Does the same apply for the *Airworthiness Directive*?