

# Inspector Statement

Accident # ERA13FA017

Chuckey Tennessee

Accident Date/Time: October 11, 2012 at approximately 1400 hours.

Location: Hensley Airpark Chucky, TN. Private Airpark. Time 2:00 EST. 1400

Registration: N290AL

Make/Model: Lightning Aircraft/Engine Jabiru model 3300A

Airframe Serial number: 76

Engine Serial number: 33A 1813

Certification Basis: Experimental Home Built

Certification Date: 9-14-2012

Registered owner: Reginald Corkum, Sole member of LLC-IGWT Skyway, LLC-3511

[REDACTED]. Telephone # [REDACTED]

Pilot in Command: Robert Jackson Cooper [REDACTED] commercial/Flt

Instructor/ground Instructor 3<sup>rd</sup> class medical dated May 10, 2011. Approximately 6000 hours.

Passenger/Pilot: Marcelino Bravo, certificated pilot with Flight Instructor, ATP, Flight Engineer, certification number [REDACTED]. He is also an Experimental Aircraft Builder Repairman, certification number [REDACTED]. Approximately 14,500 hours.

FAA/IIC Rocky Davidson narrative: This investigation was jointly documented with NTSB Luke Schiada and me. Interviews were conducted; photos of the scene taken and available records documented.

The interviews conducted revealed a recurring theme, that the aircraft went down the runway one direction, possibly trying to get airborne or "fast taxiing", the last quote from Marcelino Bravo, and then did a 180 turn and "departed" for a local flight.

Witnesses on the ground and Mr. Bravo, who was in the aircraft, stated the aircraft did not fly properly. The aircraft struggled to become airborne and once airborne the wings rocked and the nose was failing, or up and down without command.

Mr. Bravo stated that PIC Cooper said the aircraft is not handling correctly. Witnesses stated that the aircraft looked out of control, off center line and the wings would rock back and forth. They, (witnesses) stated the aircraft probably never made the 50 feet above ground mark and then started to sink back to earth.

The witnesses, other pilots and airpark residents, stated the engine sounded normal with no abnormal noises from the aircraft. Mr. Bravo stated that the first magneto check was a little high but cleared up before takeoff.

Mr. Bravo stated Mr. Cooper was a good pilot and he trusted his judgment for conducting this flight. Mr. Bravo did not touch the controls until the last seconds to veer the aircraft into open lots.

Crash photos were taken by each participant of the investigation. The aircraft engine and forward fuselage were broken away from the remaining fuselage, specifically; forward of the seats were separated from wings and tail section.


Continuity of flight controls was established, fuel was noted onboard, and the air intake was damaged but appeared to be in working order before impact. The engine itself had compression and oil was available.

One documented piece of evidence on the airframe was the flaps appeared to be full down position. Jack screw measurements were taken and questions answered by owner and factory to maximum deflection, 40 degrees.

The EFIS instrument was removed by the NTSB and forwarded to their Test Lab for any data available.

The exact weight of the aircraft was not determined but using available weights the aircraft was very near the gross takeoff weight. Two grown men, two parachutes, approximately 15 gallons of fuel and the max weight would be pushing the envelope.

Observation of the crash site revealed the aircraft's right wing tip had made contact first then cartwheeled breaking the fuselage in half. This observation would parallel the signature stall spin and loss of control scenario.

  
Rocky Davidson  
Aviation Safety Inspector  
Nashville Tennessee Flight Standards District Office

Date: October 26, 2012

## Telephone Interview

Accident number ERA13FA017  
N290AL, Lightning Aircraft/Jabiru Engine  
October 19, 2012 at 1000cst  
[REDACTED] NTSB Com Center

Telecon with NTSB IIC Luke Schiada, FSDO IIC (Nashville Tennessee) Rocky Davidson, ALPA Attorney Gordon Rose, and pilot Marcelino Bravo.

FAA IIC notes:

Mr. Bravo's background: [REDACTED] (Chuckey TN 37641) Delta Airline Pilot, ATP 17, 000 hours approximately, CFII, owns Experiment RV-7A that he built.

Narrative: First time in was in accident aircraft. He stated "light sport".

Jack Cooper was flying.

Reginal owned aircraft.

Half tanks approximately 15 gallons.

He brought two parachutes. Maybe 10 lbs. apiece.

Flaps were up at preflight.

Used Rwy 19 at 1:45pm local taxied aircraft engine right mag was a little rough. Clean out before takeoff. He thought a 200rpm drop. No leaning function. High speed taxi to other end of runway. Check of magneto was good.

Departed with full power, sounded good.

Not clear view of EFIS.

Roll was 800 to 1000 before breaking ground for takeoff.

Felt like over rotation.

Drifted left of center line, climbing slowly.

To late to abort.

The nose was walling up and down.

He notice the wind sock and his house on departure.

50 feet was probably the highest altitude.

Mr. Cooper stated: "Marc we are headed for the trees".

He (Bravo) I have the aircraft.

Corrected aircraft heading.

Nose came down by itself.

Elevator ineffective.

Brought his feet up for crash position.

Impact did not feel hard inside aircraft.

Felt like floating backwards.

He was partially standing up after accident.

Cooper stated he could not feel his legs.

Bravo had broken up face/blood.

Workers shown up for help very quickly (carpenters working close by)

Runway length is really 2850 feet long.

He trusted Jack (Cooper) flying abilities.  
The nose was turning and the nose fell through the horizon.  
When he took over the controls the aircraft was headed for the trees, he steered clear.  
No checklist used for anything.  
Never saw limitations.  
He thought this aircraft was a light sport.  
Jack never mentioned anything about flaps.  
He (Bravo) was not aware of flaps being put down.  
When they pulled out of hanger flaps were up.  
No discussion of weight and balance with Jack.  
His wt. 190lbs.  
Parachute 10 lbs each (Standspport Parachute company)  
Engine was or sounded like normal, full power. Engine produce power.  
Happen really fast.  
Injuries: Broke nose, facial injuries, cut leg.  
Jack: ICU critical condition, ventilator, and a lot of swelling.  
Jack: Heart beat was low on a few occasions, trying to stabilize.  
Jack: Paralysis for lower chest down.

Mr. Bravo re-iterated that accident happen really fast and he was sorry for not speaking to (us) earlier. He was really shaken up, not to mention injured.

Notes and comments were from the telecon on October 19, 2012 with Marc Bravo, Attorney Gordon Rose, Luke Schiada NTSB IIC, and myself.

  
Rocky Davidson  
Aviation Safety Inspector  
Nashville Tennessee Flight Standards District Office CE-FSDO-19