



NTSB MEMORANDUM FOR RECORD

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Date: January 7th, 2020
Person Contacted: Kenneth Brown (Pilot)
NTSB Accident Number: ERA20LA064

Narrative:

The following is a summary of a conversation that occurred via telephone with the pilot in command:

- It was a normal departure and cruise flight enroute for over 3 hours.
- He then experienced three events, near simultaneously, while cruising at 6,500 ft., with the weather being “vfr.”
 - o He heard a “pop” but it “wasn’t huge.” It was not “catastrophic.”
 - o The autopilot then disconnected un-commanded, and an aural alert was heard.
 - o Third, the engine seemed to stop producing power; as the airplane felt as if it was “decelerating.” However, the propeller did not stop.
- All three of these events happened nearly “simultaneously.” It was like the airplane just “slowed down.”
- There was no “sputtering” and no lack of oil pressure warning, and no “vibration.”
- He can’t recall which side the fuel selector was originally selected to. He switched the tanks when the abnormalities began.
- He further explained that the propeller continued to rotate. The events took him a while to recognize what was happening with the engine. He stated the engine “wasn’t producing forward thrust.”
- He reviewed the multi-function display (MFD) engine page and “everything appeared normal,” but he then noticed that all of the EGT’s read 0. He stated there was “nothing” on the EGT’s.
- He further explained that the engine RPM read 1600 RPMs after the abnormal events. The EGT’s were zero. The generator was working, there were no alarms or annunciators he could recall. He can’t recall fuel flow numbers after the event. The oil pressure indicator appeared to be normal throughout the flight, as he watched them through the engine start-up.
- After the abnormal events, “nothing was red on the engine page,” but the airplane was not producing forward thrust.



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- He moved the power lever, after the abnormal events, and when moving it, "it had zero effect" on the engine, as the engine power did not change. He clarified that the movement of the lever felt normal though.
- He pitched the airplane for 88 kts. and the airplane descended.
- He pulled the CAPS parachute about 2,000 ft mean sea level. After the chute pull, the forward motion was arrested almost "instantly." He was aiming for an open field ahead, and was anticipating a forward glide somewhat, but the airplane's forward momentum "stopped and fell near vertically." He did not expect his forward momentum to slow so quickly, which resulted in the airplane landing in trees below.
- The nose pointed to the ground in a nose low attitude and was rotating after the chute was pulled.
- After the chute was pulled, he could not recall what the engine instruments were doing.
- He departed with full tanks, as the FBO fueled the airplane the day prior.
- He reported that his two dogs on board were asleep at the time of the event.