

RECORD OF	☐ VISIT	☐ CONFERENCE OR	☐ TELEPHONE CALL	TIME 0620	DATE 08/13/2018
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION					ROUTING
					SYMBOL
Paul Galea					INITIALS
FAA Aviation Safety Inspector					
East Michigan FSDO [REDACTED]					
SUBJECT Aircraft Accident Investigation NTSB# ANC18LA057					
N43865					
DIGEST					
ANC18LA057 Inspector Statement					
On Tuesday July 24th, 2018 I responded to the reported accident in Bad Axe, MI involving an Aeros Venture, light-sport experimental, weight-shift controlled aircraft FAA registration number N43865. The crash occurred at approximately 1645 EST Monday July 23rd, 2018 on the west side of Bad Axe Road between Thompson Road and McKenzie Road, one half mile west of Huron County Memorial Airport (KBAX). I arrived at the Huron County Sherriff's Department impound lot at 0930 where the wreckage had been relocated the previous day. I was accompanied by FAA Inspector Stanford and met the IIC Randy Gornowicz who had arrived at the crash site the previous day prior to the wreckage being removed from the crash site. Upon our arrival we examined the wreckage including the aircraft engine, a VW 1830 4 cylinder air-cooled engine, the Ivoprop 3 blade 68" diameter composite propeller, and the fuel tank. We checked for fuel in the carburetors by removing drain plugs and found minimal fuel. There was also minimal fuel in the fuel lines. I removed the spark plugs in the left bank and noted that both of the plugs were finger tight, I also noted that the terminal nut that screws on top of the plug was missing on one of the plugs. The spark plugs appeared to be replaced recently and the electrodes had light grey deposits. We rotated the engine and checked for compression which was detected by placing our finger over the spark plug holes. We removed the left valve cover and verified valve train movement at each valve location on both the left and right side, the right valve cover was knocked off on impact and found near the engine. The right side carburetor and intake manifold were also broken off on impact at the mounting flange to the cylinder head.					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
[REDACTED]					
DATE 08/14/2018	TITLE Aviation Safety Inspector			SIGNATURE [REDACTED]	

Upon examination of the propeller, two of the three blades were not damaged. The only damage noted was on one of the blades where 7" of it was broken off at the end on impact and was found near the propeller. Since there was only damage to one blade, this would indicate no propeller rotation at the time of the crash.

Examination of the fuel tank showed the inside of the tank was dry with no evidence of fuel and was compromised along the weld at the bottom forward edge of the right side low point of the tank.

We attempted to lay the wing out flat on the ground but the broken pieces of tubing entangled in the cables made this difficult. We took extensive photographs of the wing and forwarded them to the Aeros Venture Representative for the U.S.A. Mr. Chris Antoskow and his comments are attached to this report.

The fuselage was found approximately 25 feet up in a large tree at the crash site and suffered major damage. The instrument panel was examined and noted the following switch positions and gauge indications:

Strobe- ON

Oil Temp- Below the lowest indication of 140 degrees F

Oil Pressure- Below the lowest indication 20 psi

Air Speed- ZERO

RPM- ZERO

Volts- ZERO

Ignition- ON

Left Fuel Pump- OFF

Right Fuel Pump- ON

Altimeter- 29.90

Hobbs Meter- 300.2 Hours

We then conducted interviews with a first responder at the scene, eyewitnesses, work associates, and those who had been with the deceased pilot (Trevor Alan Engler) just prior to the accident. Interviews with the Huron County Memorial Airport Manager, and two of the deceased pilot's co-workers were conducted in-person at the airport terminal, all other interviews were conducted via phone conversation. These statements can be found attached to this report.