

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL	TIME 9:14am	DATE 8/13/18										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	SYMBOL	INITIALS								
SYMBOL	INITIALS											
Randy Gornowicz- IIC- FAA Aviation Safety Inspectors Statement												
SUBJECT N43865 Accident- July 23, 2018- Aero Venture												
DIGEST												
On 7/23/18, @ approximately 1640hrs EST, N43865 S/N GS-001, an Aeros Venture, weight-shift control experimental light sport aircraft departed Huron County Memorial Airport (KBAX) and crashed into a tree approximately 1/2mile due west of the airport. The pilot died at the scene. Upon arrival at the accident scene on 7/23/18@2020hrs EST, the pilot's body (Trevor Alan Engler) was already removed from the aircraft by the local fire department. The aircraft fuselage and wing were located in a tree approximately 25 foot off the ground 20 yards to the west of Bad Axe Rd, 1 mile south of Bad Axe, Michigan. The aircrafts engine, fuel tank and landing gear departed the aircraft upon impact with the tree and was located on the ground near the site. See attached sketch. The aircraft hit the top of several trees just to the north of the tree he impacted indicating that the aircraft descended into the woods at a 65 degree angle from the north. Upon impact with the tree, the engine departed the aircraft and landed south of the fuselage 15 foot away. The engine and propeller were intact at the scene. Visual inspection of the IVO 68" 3 blade propeller found no damage to two of the blades and one of the blades had an 7 inch piece broken off of the tip and was found lying on the ground near the engine indicating that the damage was caused by the blade impacting the tree. There was no evidence from the propeller assembly or any of the blades that it was rotating at the time of the accident. The propeller hub showed signs of solid impact with the tree with no rotational evidence. Visual inspection of the VW 1830 series motor showed evidence of oil at the scene both draining from the motor and on various leaves around the scene. One of the valve covers was found south of the motor approximately 50ft south of the impact point.												
CONCLUSION- ACTION TAKEN OR REQUIRED												
Redacted content												
DATE 8/13/18	TITLE Aviation Safety Inspector	SIGNATURE 										

Visual inspection of the fuel lines showed only residual fuel in one of the lines and none in either of the two fuel filters.

Further inspection of the engine the day after the accident was conducted by three FAA inspectors. All four spark plugs were removed from the engine and inspection revealed that they were very recently replaced due to all plug electrode tips were white and not brown as a normal plug would be that has been in service for some time. Two of the spark plugs on the left side were found to be only finger tight and the right 2 plugs were only tightened to approximately 20 inch pounds max. Also, the left aft spark plug was found to be missing its cap which screws onto the spark plug. The engine crankshaft was rotated through several complete cycles and all 4 cylinders had compression as indicated by cylinder pressure using our finger in the spark plug hole. All valves and rocker arms were moving as normal as the engine was rotated through its entire cycle. The carburetor drain screws were removed from both carburetors and approximately ½ teaspoon of fuel ran out of both. The rest of the engine showed no damage/anomalies other than impact damage from the trees.

The fuel tank was found upright at the accident scene approximately 25 foot from the impact point and was inspected 4 hours after the time of the accident. The structural integrity of the tank was compromised on one side by the impact and was found cracked in several places. The other side was fairly intact with no cracks near the bottom. The tank had no fuel in it at the accident site and only one fuel line was found with approximately 5 inches of fuel at a low point in the line. No fuel was found in any of the fuel filters. There was also no residual fuel found below the tank at the accident site. The aircraft had two separate electric fuel pumps, one for each side of the tank.

Cockpit gauges/switches positions were as follows:

1. Ignition- ON
2. Right fuel pump- ON
3. Left fuel pump- OFF
4. Strobe/Landing light- ON
5. Altimeter 29.90
6. Oil temp- Zero
7. Oil pressure- Zero
8. Airspeed- Zero
9. RPM- Zero
10. Volts- 13 (note: battery was still connected and had voltage)
11. Hobbs Meter: 300.2 hours

The wing was found hanging in the tree and was basically destroyed upon impact with several trees. Several wing cables were cut by the fire department at the accident scene to remove the wing from the tree. Inspection of the wing tubes/cables showed major damage throughout all parts and it was inconclusive at the scene whether the wing was structurally intact prior to the accident. Numerous pictures of the wing were taken and sent to Chris Anoskow (Aeros USA Representative) for evaluation. See statement that pertain to his evaluation of the wing and the modifications associated with it.

Interviews were conducted with several witness who stated that just prior to the accident, the pilot appeared to be having control/stability problems. See witness statements.

Per witness statements, the pilot's first flight in this aircraft was on the day of the accident in which he flew from his home to Bad Axe airport and arrived @1530hrs. One witness, Glenn Mazure spoke to the pilot just after his landing in Bad Axe and the pilot told him that the aircraft was unstable and that he did not know if he would be able to land at his home approximately 1.5 miles away. He also stated that the aircraft was very "squirrely" below 55 knots and it took him 3 attempts to land at the airport on his first flight.

Other facts:

Registered owner: Mr. Michael A Goulet [REDACTED] Fayetteville, PA 17222-1028

The aircrafts logbook showed that Mr. Goulet, Repairman Certificate [REDACTED] completed an annual inspection on 6/3/18. FAA inspectors made several attempts to contact Mr. Goulet on various phone numbers with no success.