

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1915	DATE 08/25/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Bryan Harless (Pilot) # [REDACTED]			
[REDACTED]			
SUBJECT N169BF			
DIGEST			
Mr. Harless was the pilot and sole occupant of the aircraft. The aircraft is an experimental biplane, Acro Sport II. The purpose of the flight was to conduct a motor break-in of the engine. He flew around the Geist reservoir and Indianapolis Metro Airport area (KUMP). He stated the engine had recently been replaced. He added that #3 and #4 cylinders had also been rebuilt.			
He departed the airport at 5:05pm (EDT). At approximately one hour into the flight, during arrival back to the airport to enter the traffic pattern, the engine quit. He attempted a restart. He stated the engine "did catch after restart." But then quit again. The aircraft impacted two street signs near a roundabout and then came to rest facing West on the street's sidewalk. He had no injuries.			
Mr. Harless stated he was running his engine "hard" for the break-in.			
He is a pilot for [REDACTED] on the [REDACTED].			
The weather at the time was Visual Flight Rules (VFR) with calm winds.			
I asked Mr. Harless about his fuel load. He stated he departed the airport with two hours of fuel.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 08/26/2021	TITLE ASI - OPS	SIGNATURE David A. Shaul Digitally signed by David A. Shaul Date: 2021.08.26 14:50:32 -04'00'	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME	DATE 09/01/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
SUBJECT N169BF Accident			
DIGEST			
8/26/2021 Received assignment by the Front Line Manager (FLM) to observe an engine teardown and conduct the duties and responsibilities of the Inspector in Charge (IIC). Contacted the Principal Operations Inspector (POI) and received briefing of the accident. Contacted NTSB member in charge of the accident, received briefing. Contacted aircraft owner and scheduled to conduct the engine teardown. Met with the aircraft owner at Indianapolis Metro (KUMP) approximately 2:00 pm. Obtained copy of the aircraft documents and records. During the inspection of the aircraft, damage to the primary structure was found. Approximately 3 inches aft of the firewall and 3 inches from the floor the airframe tubing was damaged. The aircraft owner and I proceeded to inspect the fuel tank. The fuel tank was found empty. Then we proceeded to look into the fuel system. During the opening of the fuel system, the owner found a loose fitting on the fuel control unit. Approximately 3 ounces of fuel was recover. No other abnormalities were found on the engine teardown. After the engine teardown I proceeded to the FBO to interview the individual that assisted with the aircraft fueling. He stated that the procedure is for the aircraft owner to fuel the biplanes. He said that the owner fueled his aircraft and also added fuel to a five gallon container. I requested a written statement. 8/27/2021 Received statement for the FBO employee who assisted with the aircraft fueling. Also received documents from the Principal Operations Inspector (POI) regarding the accident. 8/31/2021 Spoke with the aircraft owner, he stated that while lifting the aircraft to conduct an engine run, he noted there was evidence of a fuel leak observed on the lower exterior fuselage skins aft of the fire wall. Received information via email of the engine run-up conducted on 8/28/2021. Also spoke with the NTSB member and received a final briefing.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/01/2021	TITLE Aviation Safety Inspector	SIGNATURE LOUIS SOTO Digitally signed by LOUIS SOTO Date: 2021.09.01 14:14:01 -04'00'	