

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN24LA084

RECORD OF CONVERSATION

Gregory K. Russell, FAA Aviation Safety Inspector

January 11, 2024

Interviewee: Gregory K. Russell, FAA Aviation Safety Inspector
Date/Time: January 11, 2024 / 09:35 CST
Location: Telephone Call
Investigator(s): Andrew Todd Fox, NTSB Air Safety Investigator

Inspector Russell stated that individuals at the airport reported that the pilot was repositioning the experimental airplane, a SlipStream International Genesis, FAA registration No. N8704R, from Bolivar Municipal Airport (M17), Bolivar, Missouri, to Buffalo Municipal Airport (H17), Buffalo, Missouri. The pilot, Mr. Earl Brown, made several attempts (possibly four) to land on runway 22, but it appeared that he had difficulty keeping the airplane aligned with the runway centerline due to the right crosswind. On the accident landing, the airplane veered left away from the runway and struck trees before coming to rest in a grass area. After the accident, the pilot reportedly stated that he had difficulty with the right crosswind and believed the airplane had an aileron issue. The pilot also stated that the airplane's left wing collided with a tree with the engine at full power. Mr. Brown was injured during the accident and was transported to the hospital for treatment of his non-life-threatening injuries.

Inspector Russell stated that the airplane's left wing was substantially damaged during impact with trees and the ground. The vertical stabilizer and rudder were twisted clockwise. The forward fuselage exhibited impact-related damage where the nose landing gear separated. All three propeller blade tips were sheared. The HOBBS meter indicated 88.4 hours at the accident site.

Inspector Russell examined the airplane at the accident site and found no preimpact mechanical anomalies with the airplane that would have prevented its normal operation during the flight. Flight control continuity for the ailerons, elevator, and rudder was confirmed.

Inspector Russell stated that according to the FAA airman registry database, the pilot held a student pilot certificate issued on December 12, 2022. The pilot did not possess a FAA-issued medical certificate. However, the pilot was likely operating the airplane under the Sport Pilot regulations, which only require a valid driver's license.