

Inspectors Statement Accident N45889 5 July 2026

Accident occurred approximately 1014 AM CDT 5 July 2026.

Arrived on scene approximately 1400 CDT. Airport manager, A&P for team, and Crew chief were present at accident site. Law enforcement had left the scene earlier.

Team stated that the aircraft had been assembled from storage, and this was the first flight after reassembly. The aircraft had been stored for approximately 2 years. A preflight was done, and all control surfaces were working correctly. An engine runup was performed on a taxiway and no problems were noted.

The aircraft departed runway 20. It did not get much altitude. The aircraft entered a left banking turn, and descended, impacting the ground on a heading of 009.

A pilot witness on the FBO ramp stated that he heard the engine roll back, then surge with power again. This caught his attention, stating it was an unusual sound that close to the ground. He videoed the last 4 seconds of the flight. He was talking over any sound on the video.

The crew chief witnessed the take off from the FBO ramp. He stated he thought the aircraft stalled.

The A&P did not see the aircraft take off or crash.

The airport manager checked records, and 5 gallons of fuel were purchased Saturday 4 July 2026, and was dispensed into a 5 gallon gas can. The crew chief said the aircraft was refueled. The A&P stated he refueled the aircraft, it was topped off with 45 minutes of flight time.

I inspected the impact and debris field. See attached diagrams.

There was a single impact scar, with a narrow gouge leading to it. Both wing tips were found, with no crushing damage on either one. Both wings were separated from the aircraft. The steel tube fuselage rear behind the pilots seat was intact with all tail surfaces attached. The pilots seat area and engine were still attached to the fuselage, and bent to the left approximately 20-30 degrees. The 5 gallon fuel tank was detached and found about 15 feet in front of remaining fuselage. It was empty when examined. Control continuity was established. The elevator pushrod was attached on both ends, but was bent at the cockpit area jamming the elevators. The rudder control cables were attached at both ends, but the distortion at the cockpit area stretched one cable tight and the rudder was also jammed. The aileron attach points on both wings were sheared off symmetrically, and parts of control linkage were found, with functioning clevis joints. The landing gear assembly was

found just beyond the fuselage with one wheel missing and bent/sheared attach bolts. The wings were mostly intact, and the main spar was broken. No wooden spar parts were found on left wing, and a stub of wooden spar was still on right wing.



KODO: ODESSA-SCHLEMEYER FIELD
ODESSA, TEXAS, UNITED STATES





