



MEMORANDUM OF RECORD

Stephen Stein
Investigative Assistant
Eastern Region Aviation

Date: December 21, 2012, 1125 EST
NTSB Accident Number: ERA13CA067
Subject: Accident Classification

Narrative:

This case was assigned on November 26, 2012 as a data collection case, with limited involvement from the Federal Aviation Administration as they did not travel to the accident scene. The purpose of this memorandum is to provide a brief explanation for classifying this case as an accident.

During the initial interview with the pilot, the pilot declared that he did not have any intent for flight and that his was taxiing his airplane to a hangar for storage during the cold weather season. During a phone conversation on December 4, 2012, a Virginia State Trooper indicated that the pilot had intended to go on a local flight. The state trooper later submitted his investigative report with a narrative that captured the pilot's intent for operating the aircraft that day (see attachment A).

During an interview with Roger Radley, witness to the accident, Mr. Radley stated that he did not believe there was any intent for flight. According to the witness, he heard the pilot tell a state trooper that he was going on a local flight; however, the witness did not refute the pilot's statement.

The pilot was given until Wednesday, December 19, 2012 to complete the NTSB 6120.1 form. Despite several e-mails and phone calls to the pilot as a reminder of the required documentation, the pilot still failed to submit the 6120.1 form.

With respect to the pilot's statement to the state trooper, the witness' decision not to refute the pilot's statement to the state trooper, and the pilot's failure to complete the required form, it was decided to proceed as an accident.

Attachment A

VIRGINIA STATE POLICE

Date of Transcription 11/24/12

On November 23RD 2012, this reporting trooper was dispatched to a plane crash in King George County at 1225pm. And arrived at [REDACTED] at 1249pm. Upon my arrival I observed a green and purple plane resting in a tree down an embankment. The plane was identified as a Quicksilver sport 2s. I took several pictures of the plane then I began taking measurements and determined that the plane has traveled 300.3 feet down a grass strip and down a 95.3 foot embankment. Once I concluded the accident investigation I proceeded to the hospital to interview the pilot Mr. Vincent Phillip Radley [REDACTED] King George, Va 22485 was interviewed on 11/23/12 at Mary Washington Hospital. He stated that around 1215pm he was taxiing his plane from his asphalt runway to a grass runway on his property when a gust of wind coming from the south lifted his plane and drove him down a 95.3 foot embankment crashing him into a tree where he came to rest. Mr. Radley stated that he was going around 20mph when the accident occurred. Mr. Radley sustained serious injuries resulting from the crash. He has a broken femur and rib. When I asked Mr. Radley what he was going to be doing that day he stated that he was going on a local flight. The plane was damaged in the crash with about [REDACTED] worth of damage. Mr. Radley is a licensed pilot. He also stated that the plane had a value of [REDACTED]

Investigation on NOVEMBER 23, 2012 at 1225 hrs File # [REDACTED]
by TROOPER [REDACTED] Date dictated 11/24/12