

INSPECTOR STATEMENT
ASW FSDO 31
N438TT
MTSB ID: ERA 14 LA 164

My name is Michael E Jones. I am employed by the Federal Aviation Administration (FAA), Flight Standards District Office (FSDO), 100 West Cross Street, Suite C, Jackson MS 39208, as an Aviation Safety Inspector.

This is my statement concerning the accident of Farace Thomas Scott, Kitfox II, serial number KF1764, and registration number N438TT. This is registered as an amateur built aircraft.

The aircraft was recently purchased by the pilot, Robert A. Hamilton, certificate number [REDACTED]. His last medical date was 08/24/1988. He was operating the aircraft under the Light Sport Rule. Hamilton was working with his instructor for a tailwheel endorsement. Robert has a Montana Address and is working in Mississippi as a contract worker. His cell number is [REDACTED], and email address is [REDACTED].

John M. Nassour (Michael), certificate number [REDACTED]. His last medical date was 03/17/2014. Nassour was the instructor providing instruction for tailwheel endorsement. His cell number is [REDACTED], and email address is [REDACTED].

I received a call from the Atlanta Regional Operations Center (ROC) at 1745 local time, Friday, March 21, 2014, reporting an incident at Vicksburg MS, on the roof of Cooper Lighting. After a conference call with the Vicksburg Police Chief and the NTSB, I returned to the office, to look up the information on the pilots and aircraft and to gather my accident bag and a the accident vehicle.

I arrived on scene at 2000 Local time. It was after sunset. I met with Cooper Lighting management, and we climbed onto the roof. There were no lights on the roof. The Aircraft first impacted the roof about ten feet from the edge, and stopped about 40 feet from the edge.

The roof is covered with a white membrane. The impact points and prop witness marks and sliding or skid marks were easily identified. The aircraft had substantial damage. All parts were accounted. All three fiberglass propeller blades were broke, indicating the engine was developing power at impact. The left main landing gear collapsed and was folded under the aircraft. Both wings were damaged, including spar damage. The fuselage was twisted. Both flap/ailerons were damaged. The engine mount was broken and twisted. The cockpit area was broken and twisted, with the bulk of the damage around the left seat. The windshield was broken.

The throttle was in the idle position. The starter switch was in the off position. Both fuel shut off valves were in the off position. Both ignition switches were in the on position. I turned them to the off position. There was evidence of fuel and hydraulic fluid spillage. Someone had poured absorbent on the spills. Both fuel tanks were full to the caps with fuel. Fuel could be seen in the firewall fuel filter bowl. Both carburetor butterfly plates were in the full open position. The battery was connected.

The airworthiness certificate was in the aircraft. The pink copy of the registration application was in the aircraft. The application was dated February 20, 2014, and indicated Robert Hamilton as the owner/applicant.

Cooper Lighting management wanted to disconnect the battery. I suggested they employ a certificated A&P to secure the aircraft and remove the battery and fuel. I asked them to contact the owner or his insurance company before moving the aircraft. They informed me both pilots were in surgery at the Vicksburg Hospital. They wanted to move the aircraft that night, so they could start first shift the next morning. I spoke with the NTSB. They were okay with the aircraft being moved to a secure location, as long as they had permission from the owner or his insurance representative. Cooper Lighting management left the roof to contact the insurance company and a crane service and an A&P to move the aircraft to the Vicksburg Airport as soon as possible.

I contacted my manager and explained the situation. I asked if I should stay or leave. He instructed me to leave. On Monday, he would assign an Operations inspector to interview the pilots, and an Airworthiness inspector to inspect the aircraft after it was secured in the hangar at VKS.

I left the scene at 2130.