

Inspector Statement for Aircraft Accident at GVQ, involving airplane N7781W.

On May 19, 2016 at approximately 1400 hours I was assigned to investigate the accident. Myself and Aviation Safety Technician Amy Malcolm arrived at the scene at approx. 1430 hours. We observed the airplane sitting on its landing gear, right side up, heading approximately 90 degrees, on East Saile Drive, which runs approximately parallel to the runway. The final resting coordinates were 43 01' 44.88" N, 78 09' 53.73" W.

State Police Trooper Daniel Holland, the Student Pilot Ryan Healy, A&P Mechanic Kevin Rose, and FAA DPE Pete Trichler were present. An interview was conducted of the Student Pilot, Trooper, and Kevin Rose, who was a witness.

The airplane was inspected and found to have substantial damage, documented with numerous photographs. Both wing under surfaces had numerous holes ripped in them, including the fuel tank areas, and there was no fuel remaining in the tanks. No fuel was observed on the road, and no fuel was leaking from the airplane. The observations indicate that the entire fuel load was expended in the grassy area of the path the airplane took, south of the runway, after striking the light assemblies. The left wing leading edge was caved in at the wing root. The fuselage was wrinkled aft of the left wing all the way to the horizontal stabilizer. The left Horizontal stabilizer had a hole in the tip. Both landing gear had fairing damage. The fuselage in the tail section area was bent slightly up. All Tires had air. No brake fluid, or any other fluid was found to be leaking/ or present. The fuel selector was in the off position and Kevin Rose stated that upon arrival at the airplane he instructed the Student Pilot to turn off the fuel. He stated the Magneto switch was in the Both Position when he arrived on scene. Continuity of all flight controls was verified (including rudder).

The runway area was inspected. The airplane was performing touch and goes in the 280 degree runway direction. There were visible tire marks showing where the airplane left the runway on the south edge. There were no tire marks on the runway surface. In approximately 20 yards the first runway marker (blue) light post was struck and sheared off. The airplane continued approximately 50 yards further where it struck and sheared off the taxiway marker light assembly. The airplane then crossed the taxiway and struck another taxiway marker light assembly, shearing it off. Several more Runway light posts (blue) were struck and sheared off. Tire marks revealed the airplane continued another approximate 130 yards on the ground before lifting off. The grass was brown in a swath corresponding to the wingspan of the airplane, all along the path of travel and approximately 30 yards beyond lift off point. Total distance on the ground after departing the runway was determined to be 201 yards.

The airport signage was inspected. Three Runway Marker Blue Post lights were damaged. Two were sheared off at the base, One was still standing, but the lamp assembly was broken and hanging down the side of the post. Two Taxiway Marker Assemblies were damaged. They are AGM (Airfield GuidanceDesign Manufacturers Inc) units. The first one that was struck (east of the taxiway) had the left mount still attached. The right mount was sheared off at the frangible shear point. The second Taxiway

Marker assembly that was struck (west of the taxiway) had the right mount ripped from the assembly, it did not shear off, and the mount was still attached to the concrete pad. The left mount of this assembly was sheared off at the frangible shear point. The condition of the assemblies as well as the concrete pads were documented with photographs.

Kevin Rose stated he heard the airplane take off, heard the engine quit and observed the airplane turning left, and landing on the road. He stated he performed the last annual, and he later called and said it was done July 2015, and he also did an avionics installation October 2015.

The student pilot stated he was making the third touch and go, and the airplane pulled hard to the left and went into the grass. He didn't know why the airplane was pulling to the left. He said he hit something, but he was going too fast to stop and was committed to take off. He said he got about 300 feet up and the engine quit, so he made the left turn and landed on the road.

The Pilot Log was inspected and pictures were taken of the endorsements. The student pilot had 97 total hours and they were all in the make/model of the accident aircraft. 40 hours were in the last 90 days. The Aircraft registration and Airworthiness Certificates were inspected. We are awaiting another appointment to check the Pilot Log for further information, as well as the Maintenance Log Book.

Weather was dry, partial clouds, mostly sunny. Winds NNW approx. 6 mph. Visibility 10 miles.

Information above was obtained on May 19, and a subsequent on scene investigation on May 23, 2016.

Note: Revised May 24, 2016 10:19 hours, to include signage inspection details, fuel presence details, Pilot times, and correction of dates of annual and avionics installations.

Garry B. Mitcham
Aviation Safety Inspector
May 25, 2016