

Inspector Statement – N2283M Accident – Clyde McCullough IIC

On Friday June 10, 2016 at approximately 20:30 I received a phone call from Maribel Cruz with the report of N2283M crop duster crashed in a heavily wooded area in Brunswick County, NC. One fatal Daniel Simard (Pilot). Sargent Eric Harris was given as my POC. I contacted Sgt. Harris and he explained that the NC Forrest Service was on seen cutting a path to the wreckage. Sgt. Harris also informed me that Trooper Inman would be my POC on Saturday morning June 11, 2016. At approximately 02:00 June 11, 2016 Dave Crocker the Medical Examiner called and informed me that body was removed from the crash and was transported to Novant Health Brunswick Medical Center Bolivia, NC. on US 17.

At approximately 09:00 on June 11, 2016, Inspector David Laycock and I met NCHP Trooper David Inman to discuss the details of the airplane accident involving N2283M. Trooper Inman advised us that the pilot's remains had been removed from the wreckage and that he would be able to lead us to the access path that the forestry service had cleared overnight the previous night.

Inspector David Laycock and I arrive to the path that lead us to the wreck at 09:17. There we met with Scott Griffin, the person that loaded the airplane with fertilizer, and said that the pilot took off at approximately 08:45 with a full load of fertilizer (Urea with Agrotain additive) and 45 minutes of fuel. He also said that the fuel load was actually 1 hour and 15 minutes but they call that 45 minutes of fuel with 30 minute spare. After an hour and the pilot did not return Mr. Griffin said he called 911 to report.

Inspector Laycock and I hiked into the woods on that path until we came to the accident scene (approximately ½ mile from the access road where we parked). Upon arriving at the accident scene, we began taking pictures. The footprint of the wreckage was relatively small and compact. Most of the debris was in an area of approximately 20' wide x 50' long in the direction of travel (north) with the exception of the right wing which was approximately 125' east of the main wreckage. The treetops were cleanly broken/cut by the falling aircraft at an angle of approximately 60 degrees. There was no tree scarring where the right wing lay indicating that the wing fell through the 30' opening in the trees directly above where it rested. The aircraft was destroyed. The ground scarring indicated that the aircraft hit the ground at a high angle of attack nose first as evidenced by the crater where the remains of the engine lay. The left wing sat on top of the engine completely separated from the remainder of the wreckage. The fuselage, cockpit, and hopper were approximately 10' north of the initial impact point and the cockpit laid on its right side. The remainder of the empennage was an additional 20' to the north. Small pieces of debris were found within a 50' radius of the initial impact point.

The ground scarring indicated that the aircraft was in a rightward spinning motion as it impacted the ground. The high angle of attack contained the debris field to a small area. The right wing being located 125' away from the main wreckage and not in the direction of travel and also the lack of any tree scarring between it and the main wreckage suggests that the wing had separated from the aircraft in flight.

Further photographs and/or investigation are required during the removal and salvage of the wreckage to collect evidence of the attaching point of the right wing. The right wing root was found buried in the ground and we were unable to inspect the attaching point.

The pilot, Daniel Simard, holder of commercial pilot certificate [REDACTED] was fatally injured. Mr. Simard held a current second class medical issued on May 13, 2016 and had no prior enforcement actions.