

INSPECTOR STATEMENT
N526D
ERA16LA328

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, as an Aviation Safety Inspector.

This is my statement concerning the accident of North American, model T-28C, s/n 140526, registration number N526D. NTSB Accident Number ERA16LA328.

The IIC assigned to this accident is Mr. James S Flickner. I was tasked by my manager to meet with the owner/operator, due to my locality to the accident site, to take pictures of the aircraft and accident site.

The accident occurred late in the evening of Friday September 23, 2016, near Greenwood MS. It would be after dark before I could arrive at the site. I contacted the owner/operator of the aircraft, Walter Wilburn (Mac) McNeer III, and we agreed to meet the next morning, Saturday September 24, 2016, at the accident site.

We met at 0800, Saturday 24, 2016. While taking pictures of the aircraft and site, I asked Mr. McNeer what happened. He explained that while flying, the engine started losing power, and instead of flying over rivers and populated area between him and the Greenwood (GWO) airport, he decided to land in a recently harvested farm field. While picking a landing site, the engine did quit and he was forced to land.

McNeer chose to land with the gear retracted. He landed across the rows, his only choice. He did have a shallow drainage ditch to cross, which he claimed was the hardest jolt of the whole ride. Before coming to rest, the engine separated from the firewall and the aircraft came to rest on top of the engine, under the right side of the fuselage near the leading edge of the right wing.

I asked Mac what he thought might be the reason the engine failed. He responded that he didn't have a clue other than that Wright R-1820 engines are notorious for failures.

Mac was not injured during the accident and was in good spirits Saturday morning. We discussed his flying career. He is also a rotorcraft rated pilot. I asked if he would restore the aircraft. His comment was that it would cost more to restore than it was worth, and that he would purchase another aircraft in the future.

Michael E Jones
ASI, ASW-FSDO-31

October 25, 2016