



Was notified by Ed Timberlake, CLT FSDO FLM, of an accident involving N4648V off of Hickory Regional Airport. Mr Timberlake Informed me that there was one fatality and that the aircraft had Crashed short of Runway 1 into BBT Bank, 3201 1st Avenue South West, Longview, NC.

The Following information was provided:

Aircraft: N4648V Pilot: George Baxter Harris (fatal)

NC SHP, POC Trooper Travis, [REDACTED]

NTSB POC, Eric Allyne [REDACTED]

Longview PD: [REDACTED]

Before Departing Charlotte FSDO I conducted a SPAS search of the aircraft and pilot with the following results: N2432 is a 1944 Culver, PQ-14A with a Limited Airworthiness Certificate. The Aircraft is registered to Harris George B.

George Baxter Harris, DOB [REDACTED], Commercial Rated Pilot with a current Third Class Medical Certificate

While in route to the scene I was contacted by Mr. Brian Rayner of the NTSB [REDACTED] and was told he would be traveling to CLT on Saturday Night and would be on scene Sunday morning. Mr Rayner released the body to be removed from the site.

Arrived at the accident site and found N4648V next to the building. First responders stated that they had to use "speedy dry" to absorb fuel that was on the ground. When First Responders arrived on the scene the Pilot was still strapped in the pilot's seat and that his seat belt was cut to remove him.

The aircraft came to rest against the building, the cockpit, instrument panel, forward firewall, sections of the fuselage and engine group had separated from the fuselage. The rear portion of the fuselage had also broken free from the wing. There were indications that the aircraft had struck the "Drive-Through" overhang prior to coming to rest. There were broken limbs and tree branches from where the aircraft contact a Pine Tree prior to impact. There was an odor of fuel around the accident scene, the smell did not appear to be that of AV Gas, but more of auto fuel. Because of the threat of fire I had the Fire department cut the battery cables. Indications of engine oil were noted on the left hand side of the empennage but did not appear on the forward wind screen.

See attached Witness statements