

Received notification of Aircraft N426KS had crashed in Morganton NC, [REDACTED] Road, at approximately 1645 Hours Local on February 6th, 2017.

N426KS is a 2010 Super Six, S/N 001, registered to Joh H Shell Sr [REDACTED] Morganton NC 28655. The aircraft was certified as Experimental Exhibition in 2010. A search of SPAS shows that that the aircraft had a current Registration.

The pilot was reported to be John H Shell Sr. The following information was taken from SPAS; DOB 0 [REDACTED] Mr Shell is Private Pilot and holds a 3rd Class Medical dated 06/14/2016.

2/7/2017- Provided with the following Point of Contacts

NTSB Supervisor- Todd Gunter

[REDACTED]
[REDACTED]

NTSB Agent- Aaron McCarter

[REDACTED]
[REDACTED]
[REDACTED]

City of Morganton, Dept of Public Safety- Major Tony Loudermilk

[REDACTED]

Recovery Company-Chris Ftrraraccio

[REDACTED]

Arrived on scene at approximately 0845 local. Received two written Witness Statements from Morganton DPS.

The main fuselage was located in a small wooded area laying on its left side in a direction of 310 degrees. The Fuselage, left inboard and right wing had been consumed by post impact fire. The empennage had severe impact and some fire damage and had was twisted 90 degrees from main area of fuselage. Aircraft Data Plate was still attached to aircraft. The engine remained attached to the airframe and had severe fire and impact damage. The Reduction Gear Box and Propeller had separated from the aircraft and was approximately 50 feet at 288 degrees from the wreckage. Outboard Portion of the Left Wing was located approximately 25 feet up in a tree aft of the main wreckage area.

Examination of the engine showed that the RGB had separated at the mounting flange. Mounting studs showed signs of damage from retaining nuts being stripped as the RGB departed. Examination of the RGB showed that the Planetary Gears rotated freely. There was no indication of fretting around any of the bolt holes. The O'Ring for the RGB mount was located and had a uniform appearance around the circumference

The inboard section of the left wing, to include MLG, was located under the fuselage and under portion of the right wing. The metal fuel tank had been punctured but the fuel sump contained a small amount of liquid that had the smell and color of 100LL Aviation Fuel.

Right wing had severe impact damage to the leading edge and the imboard portion was destroyed by fire. There was a small tree that penetrated through the bottom of the wing.

Mr Tyler Woodard, [REDACTED] stated that he was sitting on the front porch and witness the plane fly over once and that everything seemed normal. Mr. Woodward said about 5 minutes later he heard the plane again and this time the engine was sputtering and the plane was coming through the trees. Mr. Woodard ran to the accident site and he stated that the pilot was laying outside of the aircraft and that the aircraft was on already on fire. He stated that the pilot was coherent and told him that he was the pilot and that there was no one else onboard the plane. He stated that that the pilot had a busted nose. With the assistance of another man they moved the pilot to safety.

The aircraft was released by Mr Arron McCarter to be moved to the owners hanger for storage.

2/8/2017- Contact John Shell Jr and was told that his father would be released from the Hospital later today and that he still did not remember what happened. Mr Shell that the family would gather the maintenance records and his father's flight records for our review.

2/9/17- Mr Shell was released from the hospital but had to return because of internal injuries.

2/15/2017- An appointment has been scheduled to meet with Mr Shell on 02/24/2017 to examine the aircraft maintenance records and pilot records