

Inspectors Statement

My Name is Cornelius J. Baker, I am an Aviation Safety Inspector assigned to the West Columbia Flight Standards District Office.

On July 7, 2017 I was assigned an aircraft accident at the Greenwood County Airport (GRD) in Greenwood South Carolina. Up on arrival at the airport I met with Rick Trammel and Mr. Trammel stated he saw the aircraft on approach but had turned away and did not see it land. A sheriff's deputy arrived and asked about the aircraft. The deputy stated that they had received a call from a person saying they had crashed. Mr. Trammel went on to say at about 6:15 to 6:30 am, he had spoken with Austin Rodgers and let him know they were open if he needed anything. A short time later he noticed the aircraft taxiing out. The sheriff's deputy arrived around 7:30 am. I questioned Mr. Trammel if they had serviced the aircraft today and he stated no. I asked him to research when the aircraft was last fueled.

I met with Ms. Rossie Corwon the airport manager and she informed me as to who the pilot and passenger was. Both were injured and taken to the hospital. Ms. Corwon took me to the accident site which was located on the approach end of runway 27 in a wooded area still on county land or part of the airport. The aircraft was examined at the accident site, and all the major components were accounted for at the scene. The wreckage path was oriented about 313 degrees magnetic and was about a 150 feet in length from the first tree strike. The initial strike was a treetop approximately 40 feet above the ground. The aircraft was laying on its right side with the right wing separated but laying upside down against the fuselage. There was impact damage of the leading edge consistent with hitting trees. The left wing and strut were still attached and; there was impact damage consistent with contact from trees. Both tail booms were broken in a downward failure.

A fuel sample was taken from the left wing auxiliary tank and the boom sump. It was blue in color and appeared to be free of contaminations. The left main tank was not accessible. The right wing sumps were not accessible; but the auxiliary tank fuel cap was removed and no fuel could be seen.

The front engine accessory section could be seen due to the failure of upper engine mount. Front and rear engine propellers do not exhibit rotational damage.

The landing gear appears to be in the down and locked position; the left main and nose gear were visible.

An inspection of the cockpit found all engine controls full forward. The rear engine magneto switch was in the both position. The front engine switch is missing. Both auxiliary fuel pumps were in the high positions. The ELT was found in the on position; but was not transmitting. The fuel selector was found in the following positions; rear in the auxiliary and front was selected to right main.

The pilot held an Airline Transport Airplane Multiengine Land and Single Engine Land. His most recent FAA First-Class (ATP) medical certificate was issued on May 25, 2017 at which time he reported 8,975 total hours of flight experience.

The passenger held an Private Airplane Single Engine Land. His most recent FAA First-Class (ATP) medical certificate was issued on April 24, 2014 at which time he reported 17 total hours of flight experience.

The aircraft was retained for further examination.

Cornelius J. Baker
Aviation Safety Inspector
SO-FSDO-13