

Inspector's Statement

N424A Foley, Alabama

On August 4, 2018 at 11:00 AM, Inspector Pryor was called to investigate an aircraft crash with two fatalities in Foley Alabama. I arrived at the secured scene around 11:40 and was met by the Baldwin County Sheriff, Hoss Mack. The Sheriff gave me a briefing based on the Sheriff's deputies initial investigation team and witnesses.

I entered the crash area and observed an aircraft completely consumed by fire to the steel tube frame. The remains of two occupants were also evident and both leaning forward and to the left side of the cockpit. I inspected the flight control cables for connectivity and continuity. The ailerons, rudder, elevator and flaps all had correct cable routing and attaching hardware appeared to be in a pre-accident airworthy condition. The area under pilot's seat had burned and melted too much to verify continuity of flight controls. The tow hook release at the aft fuselage was in the open position, and I verified the attachment bolt and pivot arm were in working order. The main landing gear spring assembly was bent straight outward indicating a direct vertical impact. The wing lift struts were also bent upward indicating a vertical impact. The engine was primarily in tact with the aft end and firewall area burned. The propeller was wooden type and appeared to be at high RPM due to the hub splintering and pieces of the propeller blades found fifty to one hundred feet away.

I interviewed the eyewitness of the accident, Mr. Cody Collins and he gave a verbal account of the accident and the operation and planning for the day. I obtained a written statement of the accident and events. He stated that the Cessna N48322 was in use on the first flight of the day. When they landed the pilot stated, he had an issue of no fuel pressure indication. The pilot found a small fuel pressure indication line at the carburetor that had broken so they switched into the Scout N424A. Mr. Collins stated that the pilot had fueled N424A prior to departure with 30 gallons of Av-Gas and the aircraft fuel tanks were just below 1/4 tank last night at the end of the last flight. The fuel dispense was verified at the storage pump meter of exactly 30 gallons on the blue fuel meter. I also requested Mr. Collins remove the fuel filter of the storage tank and verified no water or contaminants from filter. No dates of last filter change were indicated on filter and no fuel filter change documentation found in any company records.

I met with Mr. Brian Pierce, Deputy Coroner for Baldwin County and gave him an FAA - Civil Aviation Medical Institute (CAMI) toxicology box. We then discussed the removal of the human remains. I further examined the cockpit area after the remains were cleared, I continued to verify flight control integrity with no additional evidence recognizable.

I traced the tow line back to the grappling hook and it was still attached to the rope. The breakaway link was used and appeared to be in normal condition with no stress or deformity. The large billboard banner with an additional trailing phone number letters banner appeared to be dropped in the opposite direction of pick-up indicating it had been traveling at least a banners length and had the initial pick-up. Another 5' banner "MIKEE'S" was laid out next to the dropped billboard with no indication of interference with the billboard banner in use.

The distance by GPS from the pick-up poles to the center of the aircraft wreckage was about 748'.

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Todd T. Pryor - Aviation Safety Inspector (FAA)