

6 MARCH 2019

THE CRASH OF VELOCITY N101WV

RENE DUGAS AND I (JOEL PRESSLY)

DEPARTED KSAN 1400 EST TO THE

NORTHWEST INTENT ON COMPLETING

TRANSITION TRAINING FOR THE VELOCITY.

ENROUTE, WE PERFORMED SLOW FLIGHT,

STALLS AND STEEP TURNS.

WE. ~~ARRIVED~~ ARRIVED KTBW 1500 EST,

ESTABLISHED MIDFIELD LEFT DOWNWIND

FOR RUNWAY 32, #2 TO LAND

BEHIND A FULL STOP CESSNA.

WE TURNED FINAL, ESTABLISHED

A STABILIZED APPROACH INTO
A HEADWIND REPORTEDLY GUSTING
TO 18 KNOTS, ABOUT 100 KTS IAS.

ON SHORT FINAL, WE SANK ABRUPTLY
AND LOST AIRSPEED TO ABOUT 80 KIAS.
WE INITIATED GO AROUND PROCEDURE
ADDING POWER AND FULL AFT STICK.

WE APPEARED TO HAVE BEGUN CLIMB
OUT WHEN THE RIGHT MAIN GEAR
STRUCK SOMETHING. WE PANCACKED
ON THE RUNWAY AND ROTATED
CLOCKWISE COMING TO A STOP NORTH
OF THE RUNWAY.

I NOTICED FLAMES ON THE RIGHT WING PRIOR TO OUR STOPPING.

I IMMEDIATELY GOT THE ONLY DOOR OPENED, GOT OUT, TURNED AROUND TO ASSIST RENE GET OUT OF THE AIRCRAFT. BY THIS TIME FLAMES HAD

SPREAD TO THE POINT I WAS CONCERNED ABOUT A LIKELY EXPLOSION.

I ASSISTED RENE TO A POINT 300 FEET NORTHWEST OF THE WRECK AND BEGAN TO CALL 911 AND THE AIRPORT MANAGER.

RENE WAS EXPERIENCING MUSCLE SPASMS AND I ACCOMPANIED HIM TO THE

3-6-19

Accident Report for Insurance.

Accident occurrence was on 3-5-19 approximately 3:00 PM at Statesboro Airport KTBK. I was administering a transition flight course to a fellow flight instructor in a Velocity SR RG. Joel Pressly is a fellow CFI who had received approximately 1.5 hrs of instruction in this type aircraft as part of a planned 5 hour course.

We departed from Savannah Airport KSAV and flew northwest toward Statesboro. Instructions in take off, climb, cruise; slow flight were given. We performed stalls, rudder maneuvers in stall and steep turns. We entered a 45° downwind to RW 32 at KTBK behind a Cessna. Winds were reported from 320 at 12 Gusts to 18 kts. in VFR. Elements of the pattern were good and an established stabilized flight approach was made. Gusts were noted as we descended. Just before we started the ft. roundout the nose pitched down.

(cont.)

I had an auxiliary attached condit which. we took pulled the stick fully back to put the plane's nose up as power was pop applied. Our descent rate was only gradually arrested. The nose was rising but not quickly enough. Full power had been applied but our landing gear struck the opposite lights. We struck the pavement without gear. The plane slowly skidded to a stop in the opposite direction. Flames were seen even before we stopped. Fuel was able to get the door open and cleared the cockpit. He reached in and helped me get out because my right leg was hung on the condit stick. My lower back was hurting but he helped me walk away from the site. The plane was completely engulfed in flames. Use our parachute to be essentially uninjured - back sprain but no burns.

Aircraft Victor 358 RC
N101WV

PIC: David René Dyer

Student: Joel Pressly

F3EA, Inc. is a service provider with extensive technical and management experience developed through customized training and personnel management programs. F3EA focuses on delivering high quality training and management service solutions to U.S. Government customers within the Special Operations and Intelligence communities.

To support and fulfill the customer training requirements, F3EA created a parallel (or lateral) company, Mission Hardware, which allowed F3EA to seamlessly support the unique equipment and material requirements for military mission training while separating asset liability. Mission Hardware, LTD Co is an unpopulated company containing only tactical equipment.

The Mission Hardware aircraft, N101WV, was utilized to transport company personnel and provide aerial photography support to company operations. Joel Pressly, an independent contractor to F3EA, Inc., was undergoing Velocity Aircraft Transition continuation training to support future F3EA operations. David Rene' Dugas of D. Air, LLC. is a Velocity Aircraft factory-approved instructor and was providing continuation Velocity-specific instruction to Mr. Pressly.

03/14/19

Accident Summary Velocity SE RG N101WV Statesboro-Bulloch County Airport

Date: 03/05/19

Pilot: David Rene' Dugas, Comm, CFI-A, CFII-A, AGI

Student: Joel Donald Pressly, Comm, CFI-A, CFII-A

I was giving transition training to Joel Pressly in an Experimental Homebuilt aircraft known as a Velocity SE RG registered N101WV. I had flown this plane with two landings that morning solo. After extensive preflight of the aircraft, ground training, review of planned flight and weather briefing, we taxied out with him in the left seat. We listened to ATIS again, then departed Savannah Airport(KSAV) approximately 1400 hrs from runway 1. He flew runway heading then we were allowed to turn toward Statesboro(KTBR). I had originally planned to practice at KSAV but it was too busy with Gulfstream jet traffic. We proceeded northwest doing air work and getting familiar with the instruments and feel of the aircraft to southwest of KTBR.

Joel performed slow flight, shallow pattern turns, steep turns and rudder work. At least two stalls were entered observing the stall buck characteristics of this particular plane at 70 knots. Recovery was immediate with either power or pitch down. The weather had cleared with a few clouds and VFR. We were southwest of KTBR at about 3000 ft. We entered the pattern to practice landings and pattern work. KTBR has two runways but we planned to use 32 with 6000 ft, a displaced threshold and is 100 ft. wide. Our discussed plan was to fly the normal left pattern with landing or go-around if needed. Joel tuned AWOS confirming winds from 320 at 14 to 18. Altimeter setting was updated. We switched to CTAF and heard a Cessna announce downwind for 32. He announced we would enter behind them on 45 to downwind. We had visual contact. GUMPS was performed mid-downwind with the checklist all good with fuel and landing gear indicating three greens. Our downwind was extended to allow the slower Cessna to clear the runway. His base leg and final turns were appropriate and aligned. After base-to-final turn we saw the Cessna clear the runway and heard them announce. I could feel the movements on the rudders and the accessory control stick that was bolted to the primary stick in the center console. His aiming point was well beyond the displaced threshold adjusting for wind on final. We slowed to about 90 knots on very short final in good position, checklist complete and stabilized. Suddenly the aircraft and nose dropped dramatically and I could again see the last approach lights. We both pulled the stick full back to pitch up and Joel powered up to full throttle. Since the nose was still down we accelerated downward with only the slightest nose rotation up. We quickly hit the approach lights with the gear then very hard into the ground short of the runway. The grass between the lights and the runway sloped up and vaulted us down the runway. We struck again very hard on the bottom of the plane on my side. The plane rotated and was sliding backward off of the runway into the grass on the right side. I saw flames before it came to a stop up my side and across the windshield and yelled over the noise to Joel, "Get the canopy open! Don't worry about anything else. Fire!" He got the canopy open and stepped out. My seatbelt released on the third attempt. My egress was difficult from the right side. Joel helped me out and to walk away. I turned and took photos because I thought the plane would burn to nothing. We agreed we were well clear in case of an explosion. My back was hurt but Joel said he was not injured.

We made calls to 911, the airport manager to close the runway and the FSDO to leave a message for the NTSB to report the accident.

The EMT's arrived with the ambulance, police and fire truck. I was taken to the ER and Joel escorted me. I was release after x-rays confirmed no serious injuries had occurred.

Analysis:

My analysis is that we entered a short final wind shear event or microburst-like down draft that our aircraft, at this low point in the approach, was unable to recover from. Normally my approaches are at 10 to 15 knots above confirmed stall speed(70 knots) adding an additional 10 knots for gusts and cross-wind. Joel had done that. We saw no visual signs of down bursts in the surrounding grassy terrain or nearby trees and no difficulties were reported by the Cessna that landed before us.

In hindsight, specifically determining any difference in the winds at surface and 3000 ft might have been a clue that an even greater adjustment should be made. If there had been plowed or dusty fields nearby, we might have identified dramatic convective activity or might have seen downbursts or dirt devils. Winds reported as variable in speed or direction may have been a clue but was not reported. I did not see changes in the wind sock.

Usually downbursts of this type are near serious convective activity such as squall lines and near thunderstorms but have been experienced and reported in clear air. A comparison of IAS and GS might have helped had there been altitude and time. Our eyes were outside on the runway on short final approach. I have reviewed the PHAC and AC 00-50A on wind shear for my continued improvement.

David Rene' Dugas