

Frank Beaman Aircraft Services LLC

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Chapin, SC 29036

To: Mr. Scott Childs,

From: Frank Beaman

May 5, 2019

Re: N20FB Accident

As requested by your email, the following is an account of the sale of the Super Acro Sport 1 to Mr. Joe Hunt. Mr. Hunt came to view the Acro Sport on March 6, 2019. He was very interest in its purchase and gave me a deposit to hold the airplane for him. We agreed that he would return and bring a mechanic to do a pre-buy inspection on the aircraft.

On March 14, 2019, Mr. Hunt returned to purchase the Acro sport but without a mechanic. We went to a local bank and completed the transaction. We discussed that the condition inspection was not current. Mr. Hunt said he planned to have the aircraft inspected upon arrival at his home airport. The aircraft pick-up was left open to allow time for him to make appropriate planning and scheduling. Mr. Hunt stated that he previously owned a Maule aircraft and had over 1000 hours in a tail-dragger but was going to get some current time in one before picking up the Acro Sport.

On April 8, Mr. Hunt called and said he was going to have a friend to come pick up the Acro Sport. He asked if I would conduct an inspection on the engine, however, he did not want a complete 100-hour inspection. I ran the engine and brought it up to operational temperature and then completed a compression check: #1 80/76, #2 80/76, #3 80/75, #4 80/76. I checked the timing of the engine, cleaned and checked the spark plug gaps. The visual inspection completed with no leaks or problems noted. I ran the engine and it had less than 50 RPM drop of each magneto. I noted that engine oil change was due within the next 15 hours of operation because of engine break-in period. Engine log book entry was completed and communicated the same to Mr. Hunt.

On April 13, Mr. Hunt called to say his friend was not going to pick up the Acro Sport and he was looking into getting a truck with a trailer to pick up the aircraft after removing the wings.

On April 23, Mr. Hunt called and said he wanted to come and run, taxi, and feel out the aircraft. He stated he would see how it went and then return on the following Saturday to take it home, depending on the results of his practice.

On April 25, Mr. Hunt and I met at Saluda County Airport (6J4) at 10:00 A.M. at which time we completed a detailed preflight inspection together. To perform the initial start-up of the engine,

I was in the cockpit and Mr. Hunt observed. I explained the start-up and operational procedures. The familiarization of these procedures had been previously reviewed during the initial viewing of the aircraft and again on the date of purchase. Still in the cockpit, I started the engine and taxied from the hanger to the main ramp where I accomplished an engine run. I taxied to the fuel station where the main fuel tank was filled to the neck with 100 LL Avgas (17.5 gallons capacity). No fuel was in the reserve tank and Mr. Hunt and I discussed this and he said there was no need to fill the reserve tank at this time. His intent was to get familiar with the aircraft and come back Saturday to fly it home.

Mr. Hunt then climbed into the cockpit and I insured he properly knew how to use the five-point seat belt harness. We reviewed the instruments, radio operation, and starting procedures. I reviewed the operation of fuel selector valve as it is the primary means of shutting the engine down. I stated at that time that there is no fuel in the reserve tank. Mr. Hunt had a cutout of a sectional chart for the north western South Carolina and a direct line from Saluda County Airport to Broad River Air Park (3GE3) as his flight plan. At that time, he stated that if he felt comfortable with his skills and the aircraft, he would fly it home. Mr. Hunt then started the engine and practiced taxiing. He then back taxied on Runway 19 and did an aborted takeoff. On the second take off attempt, he departed the airport and flew out of the area. The time of departure was 11:39 A.M., per my phone.

Let me know if you need any further information.

Frank Beaman