



Federal Aviation Administration

Memorandum – Inspector Statement

Date: 06/10/2019
To: Accident File N20FB
From: Scott Childs IIC
Subject: Accident # SO1119040 Elberton, GA

On 04/25/2019 at approximately 13:58 Eastern Standard Time, an experimental amateur built PS aircraft, Super Acro Sport, N20FB, s/n PS Aircraft 1 crashed in Elberton, GA. The pilot sustained serious injuries and was transported to Piedmont Athens Regional Medical Center. The flight originated from K6J4 Saluda, SC at approximately 11:40 with a destination of KEBA Elberton, GA. Accident site was approximately 6 miles NW of EBA. Day, visual meteorological conditions prevailed with winds from 240 at 4 knots from KEBA METARS data.

I was notified at 15:02 local time by the regional operations center. I arrived on scene at 18:00 local. Elbert County emergency response team and Sheriff's office had secured the site. I conducted an examination of the accident scene and took photographs. I contacted the NTSB investigator to coordinate releasing the aircraft. I released the aircraft to the owner's niece at 20:00 local.

The crash scene showed that the aircraft impacted the top of a large tree. It appeared as though the aircraft would have been headed in a NW direction before impact. The impact sheered the top of the tree off which also broke the right wings (bi-wing aircraft). The airplane then nosed down to the ground coming to rest with the tree top tucked under the fuselage at a nose down attitude and a 315 degree heading. The first responders had to pull the aircraft tail down to the ground to rescue the pilot. All flight controls had continuity except that I could not verify the right ailerons due to excessive impact damage. The right upper and lower wings were broken off and laying on top of the aircraft. The left upper wing had leading edge damage from a smaller tree impact and the left lower wing had minor leading edge damage. The empennage fabric had tears and marks from tree rash. The propeller showed no twist and one blade was bent aft from ground impact. The engine cowling was in good condition on the left side but had wavy folds on right side. The main fuel tank had a very small amount of 100LL in the bottom corner of the tank. The fuel pickup was in open air. I was not able to check the reserve tank due to it being locked down with a wing nut. The throttle and mixture controls were fully forward. The fuel selector was in the reserve tank position.

I found an airport directory page of Saluda airport in the aircraft. It had the registered owner's name and phone number on it. I called the number and found out that the registered owner had sold the aircraft and that the new owner had just taken off for the first flight at 11:40. He stated that he personally fueled the aircraft main tank to the filler neck. He added 13.5 gallons and said it had 17.5 gallons onboard. He said the aircraft burns 8.5 gph on average and that he never used the reserve tank. He confirmed that the reserve tank was empty. He also stated that he was an A&P and IA, and that he signed off an engine check. He said that the engine still had break in mineral oil in it because it was just overhauled.

The registered owner sent a written statement of the sale and transaction of the aircraft on 5/6/2019.

The aircraft logbooks were discovered in a hidden compartment behind the seat that was accessible by removing some screws. The logbooks showed the last annual condition inspection was signed off on 4/20/2018 and the engine check was signed on 4/10/2019. The annual condition inspection was current until the end of the month. The pilot logbook showed the last activity was a flight review on 9/21/2009. A 3rd class medical certificate was found dated 4/15/2009 along with a basic medical completion certificate dated 2/16/2019.

Using the average fuel burn rate of 8.5gph and the fuel tank at 17.5 gallons, the aircraft could operate for approximately 2 hours and 4 minutes. The time between takeoff at 11:40 and the 911 call at 13:58 was 2 hours and 18 minutes.

Of the nine responsibilities, I marked yes to airman competence for fuel exhaustion. I marked yes for FAR violation due to no current flight review. The PIC has not returned my calls or provided a statement. I am recommending a 44709 re-examination of the airman.

SCOTT CHILDS IIC