



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 16, 2021
NTSB Accident Number: ERA19LA247

Federal Aviation Administration (FAA) inspector Orlowski was contacted by phone on August 15, 2019, at 1121 EDT, and left a voice mail message. She returned the call the same day at 1128 EDT, and advised the following:

The pilot died at 1800 hours on the accident date. She gave a FAA toxicology box to the medical examiner's office.

She was on-scene on the accident date arriving about 1315 hours. She noted the wings were fairly well OK but the fuselage was consumed by the postcrash fire. The T-portion of the tail was intact. The airplane was equipped with a Rotax 912.

A neighbor (Carl Lewis) told her that he heard the airplane flying over doing a couple loops in the area. At that time the engine sounded ok. He then heard a loud boom sound and saw smoke. He went down the road and did find the wreckage. The pilot was already out of the airplane down slope away from the wreckage about 1,000 ft away. Mr. Lewis spoke with the pilot. She was asked to prepare a Record of Conversation of her conversation with Mr. Lewis.

North Carolina State Highway Patrol Master Trooper Townsend talked with the pilot who said the engine "bogged down." His cell phone is [REDACTED]

She has the latitude and longitude of the accident site on her cellular phone which was 36 degrees 16 minutes 24.94 seconds north longitude and 081 degrees 34 minutes 39.83 seconds west longitude. The accident site was near the pilot's airstrip. The airplane impacted trees while descending. The nearest address was [REDACTED] Boone, North Carolina.

She did not have at the time of the phone call the time of departure and the time of the accident. At 0845 EDT there was a 911 call. She provided the pilot's next of kin of Trina Dunn whose phone number is [REDACTED]

She indicated that the pilot has a camera mounted on a corner if the road.

She did not do any flight control examination. The airplane was “pretty well burned up.” She has a few pictures and can provide. She noted 1 propeller blade was burnt/fractured.

Property Owner Information –

Donna Houck Phone [REDACTED]

Inspector Orlowski estimated that the airplane impacted trees about 40 ft above ground level on/towards upsloping terrain. The airplane was on a, “pretty good slope.” She saw damage to 1 tree that was best seen from the road. She did not see any tree braches/limbs that were cut by the propeller. To further explain the position of the airplane the right wing was upslope and the left wing was downslope. The fuselage was resting against a tree. The engine was difficult to get to. The body of the fuselage was fiberglass and was on top of the engine. No flight instruments were salvageable. She added that she was not wearing a respirator.

With respect to the law enforcement case number she does not have that.

She clarified the pilot was talking postaccident and had sustained burns on 70% to 80% of his body.

She indicated the airstrip did not have an identifier. Although an individual reported to a news reporter that he spoke to the pilot who informed it was new, she inspected it and it did not appear new.



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Doug and Betty Hempstead of Fantasy AirUSA were contacted on August 15, 2019, at 1232 EST. They were contacted at [REDACTED]

The accident airplane was made by Fantasy Air in Czech Republic. Mr. Hempstead knew the accident pilot and reported he had re-built several aircraft. The accident airplane was not equipped with an airframe ballistic parachute when it left the factory. The airplane data plate is located on the co-pilot side of the airplane by the rear of the wing.

The pilot sits on the fuel tank which is 14 gallons. The flaps are electrically operated and are three positions which are 0 (-4.5°), 1 (15°), and 2 (48°). The flap motor is a jackscrew. The airplane is equipped with an auxiliary fuel pump, and a fuel shutoff valve. The flight control for pitch and roll are push/pull rods and cables for rudder. There are no pulleys for the rudder flight control cables. The engine is equipped with a mechanical fuel pump. The

Mr. Hempstead has had no respirator training. Thus, although he was willing to go to the accident site and was available the week of August 26th. He did want his travel costs reimbursed. For pulmonary safety concerns it was decided by NTSB that he could not participate because of the fire damage to the airplane.



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Jordan Paskevich and FAA inspector Orlowski contacted NTSB on September 19, 2019 at 1300 EDT.

Jordan Paskevich indicated that he took the engine apart and did not find anything mechanically wrong. He did find a really old mechanical fuel pump that should have been replaced years ago. He noted there was an extensive postcrash fire effects to the engine. The pistons, crankshaft, and camshaft all looked good.

The mechanical fuel pump was partially consumed by the postcrash fire; the fuel diaphragm was consumed. The new style fuel pump was from 2010 or 2011.

The carburetors were mostly consumed. He did look at the main jet and there were no obstructions. Also, there was no lubrication issues. He found evidence of burned lubricating oil. He checked the exhaust and it was in descent shape. There was nothing unusual and no obstructions of the exhaust. He indicated the pilot was likely using auto fuel because there was no build-up of lead. They saw 6 cans of fuel in the garage, and it smelled fresh. It was marked as being mixed in 2018.

Inspector Orlowski indicated that all major airframe parts were accounted for. She could not establish flight control continuity for pitch and roll in the cockpit due to the postcrash fire. She was asked if she could check the flight controls for pitch and roll to make sure all rod ends were connected, and to see if the rudder control cables are accounted for.



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Date: February 17, 2021
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Federal Aviation Administration inspector Orlowski provided NTSB an e-mail on February 16, 2021, providing the following information regarding the flight controls:

“When we went back for the engine teardown the salvaged pieces (ones not completely burned) were in a pile. We could not establish flight control continuity. All major pieces were accounted for at the wreckage site with no apparent separations.”