

Accident Report

CGXKS

Sumter, SC

08/01/2020

I arrived at the scene around 1300. It was in a field about 300 yards behind the Sumter County Sheriff's Office. I spoke with SGT B. Weathersbee from the Sheriff's office. He provided me with a written statement about the accident and his encounter with the two pilots of the aircraft. I also spoke with SGT Ivey from the local fire department. The crash site was secure and no unauthorized personnel were on site.

The aircraft appeared to have entered the field from the east and impacted the ground about 200 yards from the tree line. The aircraft impacted right wing first and slid sideways through the field. Both engines were broken off via a huge tree stump in the field. The engines appeared to have been off at the time of impact. There was no visual signs of the engines making power. The right wing was mostly consumed by post-crash fire. I surveyed the area for missing pieces and found the aircraft battery submerged in water about 15 feet away from the final resting spot of the aircraft.

The right engine was pinned under the nose of the aircraft and the left engine was to the left of the nose. The left propeller was lodged into the left side of the aircraft at the pedal box area. The main cabin and instrument panel was consumed by fire. The tail was attached only by the control cables and partially burnt. The ELT was going off and the external speaker was chirping. I disconnected the external speaker and tried to reset the ELT. I tried to verify continuity of the flight controls the best I could.

The left wing was in good shape and still attached to the airframe. I check the fuel levels in the main and aux tank. The left main tank was almost empty and the left aux tank was completely full. The level was at the top of the rim of the wing. I looked around for any possible maintenance logs on board and found none. I received a call NTSB Inspector Boggs and he stated he spoke with the pilots via phone at the hospital.

08/03/2020

I arrived at the scene around 1230 and met with the Insurance agent and the Atlanta Air Salvage Company personnel. The salvage company came up with a plan to get the aircraft out of the field. They also took a fuel sample and secured it. I was able to locate was looked to be the right fuel selector valve. Equipment issues and severe weather set in and we ended the process.

08/04/2020

Inspector Vestal and I arrived on scene around 0930 and with his help we located what appeared to be the left and right fuel selectors. The salvage company continued to remove the remaining pieces of the aircraft. I forwarded my pictures of the scene to NTSB Investigator Boggs. Investigation complete at the scene.

William Thompson

Aviation Safety Inspector

FSDO-13 Columbia, SC