



Memorandum For Record

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NTSB Accident Number: ERA21FA225

Jeffrey Campbell of [REDACTED] Winterville, North Carolina [REDACTED] Phone [REDACTED] [REDACTED] provided National Transportation Safety Board (NTSB) 2 videos of the landing and accident sequence. The videos were taken from his house security cameras. His house was located on the west end of the airstrip north of the runway. That location when plotted on Google Earth was located about 1,000 ft and 310° from the accident site location. The video files were labeled as IMG_1663 and IMG_1664. The later was a zoomed in version of the former. A description of the videos follows:

IMG_1663 - The 1 minutes 19 seconds long video without sound was recorded on a hand-held device. The video had a view looking to the east and at the start of the video the airplane was on short final approach descending to the runway. At 10 seconds elapsed time the airplane went out of view then re-emerged at 19 seconds elapsed time on the runway during the landing roll. The video continued to record the airplane on the runway then at 24 seconds elapsed time while on the runway in a nose-high attitude, the airplane began a climbing left turn. The airplane climbed to an estimated altitude of between 50 and 100 ft while still banking left and in a nose-high attitude. The airplane began a left descending turn with the bank angle increasing to past 45° (Figure 1). While descending the bank angle increased to about 90° and the airplane went out of view at 51 seconds elapsed time or as depicted on the clock at 1741:34. At 1 minute 3 seconds elapsed time of as depicted on the clock at 1741:41 black smoke was seen rising above trees in the area where the airplane was last noted in the video. The video ended at the displayed clock time of 1741:49.

IMG_1664 - The 42 seconds long video with narration was recorded on a hand-held device¹. The video had a zoomed-in view looking to the east and at the start of the video the airplane was on short final approach descending to the runway. At 9 seconds elapsed time the airplane went out of view then a portion of the airplane re-emerged at 17 seconds elapsed time on the runway during the landing roll. The video continued to record the airplane on the runway then at about

¹ The dialog of the narrator was not included in the video description.

24 seconds elapsed time while on the runway in a nose-high attitude, the airplane began a climbing left turn. The airplane climbed to an estimated altitude of between 50 and 100 ft while still banking left and in a nose-high attitude. The airplane began a left descending turn with the bank angle increasing to about 90° then went out of view at 40 seconds elapsed time.

Lester Bingman, of [REDACTED] Winterville, North Carolina [REDACTED], Cell Phone: [REDACTED] e-mail: [REDACTED] provided NTSB 5 Videos of the landing and accident sequence. The videos were taken from his house security cameras. His house was located south of the airstrip near the east end of the runway. That location when plotted on Google Earth was located about 834 ft and 62° from the accident site location. The video files were labeled as IMG_1626, IMG_1627, IMG_1628, IMG_1629 and IMG_1630. These video files were sent to the technical advisor of the airplane manufacturer and a description of the videos follows:

IMG_1626 - The 1 minute 2 seconds long video with sound had a view looking to the north and depicted a portion of the runway and buildings. At about 4 seconds elapsed time the airplane came into view of the camera while on the runway. The head of airworthiness of flight design of the airplane reported the airplane appeared normal. The airplane went out of view at about 7 seconds elapsed time then at 8 seconds elapsed time engine sound was heard increasing. The engine sound continued in a steady manner then was not heard at 16 seconds elapsed time. At 22 seconds elapsed time a sudden loud sound was heard.

IMG_1627 - The 1 minute long video without sound had a view looking north and west. At about 11 seconds elapsed time the front portion of the airplane came into view from behind the house. The airplane remains on the runway while in a tail low nose high attitude. The airplane came off the runway at about 13 seconds elapsed time and the aft empennage almost contacted the runway. The airplane began a shallow climb, went behind a nearby house at about 18 seconds elapsed time then re-emerged at about 19 seconds elapsed time. The airplane began descending while banking to the left which increased well past 45°. The airplane went out of sight behind trees at about 25 seconds elapsed time. The head of airworthiness of flight design of the airplane reported the go-around “looks like without noticeable acceleration phase.”

IMG_1628 - The 1 minute long video without sound had a view looking north and west. At about 22 seconds elapsed time the front portion of the airplane came into view. Almost immediately after coming into view the airplane went from a slight tail low to nose level attitude. The airplane remained on the runway then at 26 seconds elapsed time the airplane was in a nose-high, tail low attitude described by the head of airworthiness of flight design of the airplane as a “very high angle of attack” (AOA). At 27 seconds elapsed time the airplane departed the runway just past a culvert of the left side of the runway located at 35.482392° north latitude and - 77.354444° west longitude (Figure 2). The airplane began to climb and went out of view of the camera at 30 seconds elapsed time. The head of airworthiness of flight design of the airplane also reported that a ground roll of about 5 seconds was a minimal amount to set the flaps and go-around. No other aircraft were noted on the runway before or after the accident airplane.

IMG_1629 - The 1 minute 1 second long video without sound had a view looking mostly north with some west component. The view also depicted the approach end of the runway. At 48

seconds elapsed time, the front portion of the airplane was just in view. The airplane at that time was about 10 ft above the runway just before the approach end of the runway. The airplane continued descending and touched down between the 1st and 2nd cones on the left side of the runway (Figure 3), or at 35.482662° north latitude and -77.353357° west longitude or about 122 ft from the approach end of the runway. After touchdown the airplane went from a slight tail low to nose level attitude then continued along the runway. At about 28 seconds elapsed time the airplane began a tail low and nose-high attitude then was lost from camera view at about 30 seconds elapsed time. The head of airworthiness of flight design of the airplane reported, “nice flare on landing indicates quite a low airspeed on touchdown.”

IMG_1630 - The 1 minute 2 seconds long video without sound had a view looking mostly north with some east component capturing the approach end of runway 25. At about 23 seconds elapsed time the airplane came into view east of the approach end of the runway at an estimated altitude of about at less than 1 wingspan above the runway. The airplane continued descending and the airplane touched down between the 1st and 2nd cones on the left side of the runway. While on the ground between the 2nd and 3rd cones on the left side of the runway the airplane went touchdown between a slight tail low to level pitch attitude and went out of view of the camera at about 31 seconds elapsed time. The head of airworthiness of flight design of the airplane reported, “it looks like a very normal landing nice flare indicates low airspeed.”



Figure 1: Screenshot from Video IMG_1663 Depicting Left Bank During Go-Around. Note The Bank Angle Greater Than 45°.



Figure 2: Screenshot from Video IMG_1628 Depicting the Rotation Point Along the Runway.



Figure 3: Screenshot from Video IMG_1629 Depicting the Touchdown Point Along the Runway Between the 1st and 2nd Cones.