



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

February 8, 2021

Subject: NTSB investigation ERA21LA102, unregistered, Kolb Firestar KXP, Vineland, New Jersey, January 11, 2021. Information provided by FAA Inspector Michael Tils, of the Philadelphia, Pennsylvania Flight Standards District Office. Mr. Tils responded to the scene along with Inspector Tina Bonnette.

Mr. Tils provided the following in an attachment to an email on February 8, 2021:

Accident Wreckage Observations

Responded to scene of accident January 11, 2021. Fire department and Police were on scene and had the area cordoned off. Pilot had been declared deceased before we arrived.

Crash scene

- All four "corners" of the aircraft were found and positively identified.
- Approximately 60 foot diameter debris field.
- Aircraft was down in heavy timber, resting at the base of a broken 50 foot tree.
- Angle of impact appeared near vertical. The only tree branches in the area that were broken were directly above the wreckage.
- The aircraft nose section was crumpled directly into itself and the tail boom was broken, with the tail section folded forward over the cockpit area.

Aircraft condition

- Wings were broken beyond repair and dislodged from the aircraft. Ailerons were still attached to wings.
- Cockpit was heavily damaged; nose was folded into itself. Structural tubing was broken in many places.
- Two seats and two sets of seatbelts were identified in the wreckage. Seats were partially dislodged from aircraft.

- Tail boom broken just aft of the cockpit. Tail boom was folded over the top of the cockpit and caught in the fork of the tree that the aircraft came down against. Inspected control cable running through boom to tail surfaces; all were still intact.
- Empennage was damaged, but still intact and connected to tail boom. Rudder and elevator control cables were still attached to control surfaces.
- Landing gear was intact and still attached to aircraft.

Control surfaces

- Continuity of empennage control surfaces was verified on scene. Tail surface control cables were still attached to surfaces and cockpit controls.

Engine

- Engine was dislodged from aircraft and found ten feet away from main wreckage. The two Bing 54 carburetors were no longer attached to the engine, but were found a few feet away. Both ignition coils were torn away from the engine as well, and were found a three feet away. Heavy impact damage to main engine block and accessories: fan and starter damaged, EGT wiring torn away, and exhaust mount was bent.
- Engine mount was bent and broken. Rubber vibration damping mounts were torn loose from engine mount.

Propeller

- Propeller showed no signs of leading edge damage.
- One tip of the propeller was sheared off; the other blade was broken crosswise, halfway between the hub and tip.
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Fuel

- Observed (2) 5 gallon fuel tanks, dislodged from original positions with lines torn away. The tanks were labeled "Main tank" and "Aux tank". Tanks were leaking fuel when we arrived on scene. There appeared to be about 2 gallons of green colored fuel in each tank.
- Fuel shutoff valves for both tanks appeared to be in the open position. When the fuel bulb was squeezed, fuel squirted from the fuel pump's carburetor supply lines.
- Several fuel lines were deteriorated and cracked.

Instruments

- Vertical speed indicator was found dislodged from the aircraft, a few feet away. The VSI was indicating 1300 ft/min in the upward direction.
 - United Instruments Part no 7000, Ser no 90214, Date inspected: 3/90

- Airspeed indicator was dislodged from the wreckage, but found a few feet away. Airspeed indicated 48 mpg when found. Airspeed indicator had range marks painted as follows: Green arc – 46 to 72, Yellow arc 72 to 80, Red 82
- Altimeter was dislodged from wreckage, but was located a few feet away. Altimeter indicated 7,850 feet when found.
- Cylinder Head temp (CHT) and Exhaust Gas Temp (EGT) indicator was dislodged from instrument panel, but located a few feet away. EGT indicated zero; CHT read 425 degrees. A red line was painted on the CHT scale at 425 degrees. A red line was painted on the EGT scale at approximately 1325 degrees.

Radio

- A Realistic Brand TRC-474 CB type radio was found two feet from the wreckage.
- A Telex TC-200 intercom system was attached to the Realistic TRC-474 CB radio.

Data Plate

- None found; manufacturer stated that some aircraft had serial numbers stamped into the engine mount. No serial number was found on this aircraft

CFR Requirements

- AW cert – none found
- Registration – none found
- Markings / N number – no identifying marking found anywhere on aircraft

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