

Inspector Statement-N8172S Crash near Elba Airport 14J 07/10/2021

07/10/2021 Phone interview with PIC/Instructor Christine Hogan:

Pilot-Instructor stated the flight was working on a PPL and had returned to the airport to do TO/LDGS. TO prior to crash was a soft field TO when the instructor noticed they were not climbing as they should, she took over and attempted to return to the runway but could not maintain altitude and prior to the stall she pushed the nose over and the aircraft impacted trees SSW of the airport.

LEO and Emergency crews requested a SAR from DALE COUNTY who located the wreckage and relayed the info to rescue. Rescue arrived and found both occupants walking out of the woods. FD/Rescue secured the aircraft, disconnected the battery, and marked area.

07/10/2021 and 07/11/2021 Pictures were sent on

07/11/2021 Instructor pilot called to find out the time of arrival of the IIC. Pilot stated she had been thinking about what caused the crash and stated she thought it might be Carb Icing.

07/12/2021 Arrived at the Elba Airport FBO and met with the Pilot/Instructor Christine Hogan and aircraft owner/student pilot David Reynolds and received written statements from both of them. The owner proved the aircraft records. Performed a review of, and took pictures, of the aircraft airframe, powerplant, and propeller logbooks. Pictures were taken of the Pilots Guide, Registration, Airworthiness Certificate, and weight and balance sheet which were recovered from the aircraft.

The aircraft wreckage was examined and major structural damage was found with the fuselage, wings, empennage, and all tail surfaces. The aircraft came to rest in a westerly direction with an approximate 40 degree nose down attitude, and 25-35 degrees rolled right. The right wing was bent rearward impacting the right side of the fuselage jammed against the right door and fuselage. The left wing was partially bent backwards and remained against the tree it impacted and slid down several feet. The left fuel tank was breached and mostly empty. The right fuel tank remained relatively intact and contained fuel (100LL). Several pictures were taken of the tree line showing where the aircraft passed through to the impact area.

The aircraft was equipped with a four point harness system which remained attached to their mounting points.

The engine, Prop, and cowling could not be examined due to the nose down attitude of the aircraft into the ground thicket.

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