

Inspector Statement N838WT

On Saturday August 21, 2021 I received a call from Inspector Basilotto informing me of an aircraft Accident at South Jersey Regional Airport (KVAY) involving N838WT, a homebuilt Vans RV-7. One hour later I arrived on scene. Local Police & Fire, State Police and NJDOT were on Scene.

We pulled up to the accident site just off the left side of runway 08. The aircraft was confirmed to be N838WT and it was upside down in the grass on an approximate 240 degree heading. There were marks on the runway that appeared to be scrapes that led from the centerline of the runway to the accident site 162.8 feet past the initial mark. I photographed the aircraft from multiple angles noting damage. Specifically the Nose gear was bent and the vertical stabilizer had been approximately 75% detached. In addition there were some minor dents and scratches on the wings and the plexi-glass canopy was shattered.

There were no witnesses to speak to and the airport cameras did not cover this portion of the field. I talked to the airport manager who had said that she did not know there was an accident until the airmen walked into the FBO. She said he had a large bump on his head and recommended going to the hospital. The airmen initially did not want to go, however was later transported by EMS personnel.

Once all the photographs were taken personnel from the maintenance shop on field used a front loader to flip the aircraft onto its main gear. The aircraft was then transported to the pilots hangar and kept secure until we could meet the pilot.

With the plane secure we departed to visit the pilot in the Hospital at the request of State PD to meet and assess the situation. I introduced myself to the pilot. He did have a large bump on his head but otherwise seemed to be in overall good health. I explained the process that would be followed as part of the investigation and asked to set up a time to interview him which ended up being two days later. The pilot was alert and responded to basic questions.

Two days later I met the Airmen, Hobart Sanzo, at his hanger at KVAY. His aircraft was still in position from where it had been secured. I presented Mr. Sanzo with the Pilots Bill of Rights and asked him to read it. Then I explained what his rights were and asked to proceed with the interview. Mr. Sanzo confirmed he read and understood the Pilots Bill of Rights.

Mr. Sanzo stated that he had departed runway 08 of KVAY in order to get lunch at Hammonton Municipal Airport (N81). Along the route Mr. Sanzo got uncomfortable with the cloud ceilings and elected to return to KVAY. He stated that he entered the pattern higher than usual and a little faster than usual. On the descent he was still high and fast and when he attempted to land he bounced. On the second touchdown the aircraft veered to the left and off the paved surface into the grass where it flipped over. Mr. Sanzo pulled himself out of the cockpit and walked to the FBO.

When asked if Mr. Sanzo had received a briefing he stated that he had. I confirmed later that he had received a briefing from 1800-WX-BRIEF.

Mr. Sanzo also stated he had recently returned from EAA AirVenture OshKosh where he had received very little sleep. After flying home he had taken two weeks off flying and this was his first flight since then. He said he still felt a little tired and not his usual self.

After the interview I reviewed Mr. Sanzo's pilot Logbooks which were in order. I also took his Maintenance logbooks back to the office so that an Airworthiness inspector could review them.

This matter is closed.

CHRISTOPHER
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