



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards Service
General Aviation Safety Assurance
General Aviation H (AFG-800)
Orlando FSDO-15

Orlando, FL

O: F:

Javier R. Cruz – Orlando Flight Standards District Office 15

August 4, 2022

INSPECTOR STATEMENT

NTSB No.: ERA22LA299
SAS ACTIVITY No.: T-SO15-FY22-0540
ATQA No.: ASO1522063
Registration: N6272Z
Make: Arnold J/Jones D L
Model: Air Cam
Serial Number: AC014

Aircraft Last Condition Inspection: Unknown
Engines Last Annual/100Hr: Unknown
L/R Prop Last 100Hr/Annual: Unknown

When: July 3, 2022

Where: Runway 01 at Sebring Airport, (KSEF) Sebring, FL 33870, Latitude 27.27.4 N,
Longitude 81.20.34 W.

What: Part 91 operator, operating 1993 Air Cam, aircraft N6272Z, serial number AC014 departed Lake Persimmon Airstrip (03FA), and then approached runway 01 at Sebring Airport (KSEF). As the aircraft attempted landing, the approach was unstable and the right side main landing gear hit the runway with a hard landing. At the time of impact, the right side main landing gear wheel had broken off becoming disconnected and landing about 200 feet away on the airfield. The right side of the aircraft hit the ground once after the wheel departed, and ascended. After video footage was reviewed it was observed that the aircraft was in the air at about 100 feet, it then entered into a stall spin and then impacted the east side of the runway 01. At this point the aircraft had landed upside down and skidded across the runway stopping at the west side of runway 01 about 60 feet from the initial landing. Pilot sustained head injuries. NTSB conducted interview with pilot and allowed for the FAA to review the record of conversation.

Examination of the aircraft and crash site:

Examination of the accident site revealed deep groove in the runway, in which the right main landing gear tire had impacted hard and busted off. Initial impact is located just off the east side

of runway 01. Then skidding across the runway to the west side of runway 01 at final resting place.

Further examination of the accident site revealed pieces of what appeared to be paint and composite material chips. Pieces of the right wing, wing tip and fragments of Dacron fabric were found scattered throughout the scene. Examination of the area east of the runway 01 revealed impact in dirt when struck by the aircraft on impact and observed to be the primary point of impact. Due to excessive damage of the right wing, it is undeterminable if the right aileron was locked in position.

A segment of the aircraft right wing outboard area, wing spar, right aileron and aileron control torque tube damaged with the right aileron damaged and bent rearward in the center, the left aileron was observed to be attached to the left wing segment at all attach points.

Additional examination of the area east of the aircraft fuselage revealed a the right side main landing gear tire had landed about 200 yards north of the primary impact point, midway between Runway 01-19 and Runway 14-21. The tire was found lying close to a parked aircraft outside of the runway.

The left wing was found attached to the fuselage, with left main landing gear, left flap and left aileron attached at all attach points, the left flap was found attached by the inboard attach point with the outboard flap attach point found to be intact at the hinge and still attached to the right wing trailing edge, but torn away from the flap with evidence of damage consistent with post impact damage.

An examination of the left aileron and elevator flight control systems torque tubes revealed evidence of aileron and elevator system continuity. The elevator was found attached to the empennage at all attach points.

The rudder was found attached to the vertical stabilizer at all attach points, no evidence of damage to the rudder skin was observed. An examination of the rudder control system Rudder and rudder trim system revealed evidence of rudder system continuity verified.

Numerous aircraft parts were scattered throughout the area adjacent the wing engine and fuselage.

An aircraft metal data plate with aircraft make, model, serial number and type certification basis information was legible and located on the airframe center empennage.

Javier R. Cruz
Aviation Safety Inspector