

FARMINGDALE
FLIGHT STANDARDS DISTRICT OFFICE

BRIEFING PAPER

DATE: July 9, 2022

FRG FSDO ACCIDENT NUMBER: Pending

DATE OF ACCIDENT: July 8, 2022

TIME: 10:30EDT / 1430z

LOCATION: Brookhaven Calabro Airport approach end of Runway 15 at intersect with runway 6

AIRCRAFT: N63RD

MAKE/MODEL: Russel A. Duffy / Slingshot (as Per AW certificate)

CATEGORY/CLASS: Experimental Amateur Built

TYPE OF OPERATION: Part 91.

SOULS ON BOARD: 1

PILOT IN COMMAND: Thomas Paul Coleman Student Pilot [REDACTED]

MEDICAL: Operating under 61.23(c) but admits to not having completed required medical education course or having medical exam conducted in accordance with 61.23 (c) (3) (C) and (D).

SECOND IN COMMAND: NA

MEDICAL: NA

FRG FSDO RESPONSE TEAM: Mark F. Burnett

NTSB INVESTIGATOR: contact made 07/09/2022 Adam Gerhardt NTSB duty person
Will be assigned Monday 07/11/2022

NTSB NUMBER: pending

WEATHER CONDITIONS: Scattered high clouds 10k ceiling VFR conditions visibility 10 miles

INJURIES/FATALITIES: None reported by pilot

FAA ASI notified by Ops FLM @ 1514 on July 8, 2022 of this event.

FAA ASI called owner of N63RD an experimental amateur built aircraft contact [REDACTED] on July 8, 2022 1521 EDT. Pilot at this time was advised of his PBR rights via verbal conversation on phone. Pilot claims this event occurred while taxiing at KHWV. Pilot when asked for his email address for further contact refused to give any information, then hung up phone refused to answer further ASI calls to him on July 8, 2022.

July 9, 2022 at 0823 EDT pilot calls ASI to give further information. Now claims the event was an inadvertent flight caused when the aircraft lifted off from runway 15 during high-speed taxi which he was performing to operationally test engine he had installed. Pilot then elects to continue to takeoff on runway 15 and climbs out of airport he reports to approximately 2500 ft. Pilot claims to have flown towards south shore beach area near Smith point to test the performance of the aircraft with newly installed engine. Upon return to KHWV pilot attempting to land on runway 15 when the aircraft had aerodynamic stall approximately 30 ft. over approach end of runway. Aircraft hit runway in nose down attitude with left main landing gear breaking away. Aircraft came to rest at intersect of runway 15 with runway 6. Pilot claimed to be uninjured and refused medical treatment on site. Aircraft recovery completed July 8, 2022 by Mid Island Air service FBO recover efforts completed by 11:45 EDT

ASI asked Pilot if he had current medical certificate he states he is a diabetic and was operating this aircraft under 14 CFR 61.23(c) using NYS driver's license. Records show he also held student pilots certificate 1529130. Pilot asked if under 14 CFR 61.23(c) he had completed medical course per 14 CFR 68.3 and had he received a medical exam performed per 61.23(c) (3)(C) and (D). Plot indicated he was not aware of any training he needed or when his last medical exam was.

The FAA arrived at the scene KHWV at approximately 0930 EDT. Found aircraft at Mid Island FBO in tie down area.

Initial examination of the aircraft found it to have suffered major damage to the Left Main landing gear attachment points, fuselage structural tubing left side near and forward of left pilots seat, Left wing tip bow and 2 outboard wing ribs. Pilot had removed from the site the remainder of the left gear the day of the event. Examination of remaining left landing gear shows overload type of fracture / failure of the attachment point.

Propeller leading edges showing signs of stainless leading edges separating from plastic propeller blades on more than 1 blade, likely unrelated to accident.

Canopy found detached from center fuselage hinge point.

STATUS: FAA ROC and NTSB informed -7/09/2022 @ 1459 EDT Onsite inspection of aircraft N63RD was completed July 9, 2022 damage is classified as "substantial" due to structural tubing failures and left main landing gear separating from the aircraft. Left Wing ribs and wing bow damaged.

ACTIONS TAKEN:

An FAA 8620-1 condition notice was completed indicating damage to the aircraft, and that FAA inspection of this aircraft had been completed this date. Printed copies of PBR and condition notice left in aircraft

FUTURE ACTIONS: To be determined by office FLM's