



MEMORANDUM FOR RECORD

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National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA22LA372
Model/ Thomas Flyer / N39MK
Date: 8/18/2022
FAA inspector: Thomas Cote
Subject: Email examination notes

The email notes are from inspector Thomas Cote,

"These are my notes on the accident that I have so far that I am sharing with you. Not sure of the cause so far, and I don't want to speculate, but the aircraft had sat for five years. The pilot yesterday did note that the mechanic had flushed out the fuel tanks several time to insure the were clean.

On Saturday August 13, 2022 at 3:05p.m., a call was received from the ROC notifying that there had been an accident at the Ridgeview Airport (12ME) in Searsmont, Maine. The aircraft involved was an experimental Thomas Flyer, N35WT. The soul pilot flying the aircraft was Mr. John Parrott whom had minor injuries and had been taken to the local hospital. It was decided by the NTSB that the aircraft remain put and secured until an inspector could observe the damage and take photos on Monday. On Monday August 14, 2022, I visited the crash site. I was met up with the mechanic that had just signed off the condition inspection, Mr. Karl Erickson. On observation of the scene, the aircraft had come to rest at the far end of the runway 15 in the bushes about 50 feet off the side of the runway. There was substantial damage to the aircraft. Aircrafts left wing was crimped along the whole length from the initial impact, gear was torn off, windshield cracked, right wing tip damaged, left engine cowl ripped open, and propeller tips damaged. Mr. Karl Erickson showed me all aircraft logbooks that were all in order upon inspection with the proper condition inspection signed off. A phone call was made to the pilot on August 16, 2022 for an interview. The pilot stated that this was the first time that the aircraft had been flown in the last five years. This was also his first time ever flying the aircraft. Upon completion of the condition inspection, the pilot made several run ups of the engine, including several full powered run ups going up the runway as it has a very steep grade. After all the successful run ups of the engine, the pilot decided to take off down

the runway of 15 with a seven knot tail wind. Reason is that the runway has such a steep grade, a pilot can only take off down hill, and land uphill. The pilot took off and at a few hundred feet, the engine sputtered twice quickly and then completely quit. The pilot stated that he calculated that he had enough altitude and airspeed to make a 180 degree turn back to the runway. The turn was successful, but there was not enough speed to flare the aircraft at the end, resulting in a very hard flat contact with the ground, causing the gear to rip off and the left wing to come in contact with the ground as well, spinning the airplane 180 degrees opposite direction of contact. The mechanic witnessed the whole accident, and was able to pull the pilot out of the aircraft until fire and rescue showed up along with state police. DEP was called to the scene as well for about five gallons of fuel that spilled out of the right tank and onto the ground due to the fuel line coming unclamped. The pilot also stated that on take off, the fuel selector was set on the left tank that had fifteen gallons in it, and had five gallons in the right fuel tank. Regards,"