

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 5:00 PM	DATE 10/06/2022
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Robert Rowell - Witness		ROUTING 	
		SYMBOL	INITIALS
Arnold Neal - Witness			
Miki Derrico - Homeowner			
SUBJECT N655WP Accident investigation			
DIGEST On 6 October 2022 at approximately 1710 hours, I accompanied ASI Sarah Allen and ASI Ryan Demeritt to an accident in Greensboro that was reported as an airplane impacting a house. Upon arrival at [REDACTED] Greensboro NC [REDACTED] I saw that a yellow, red, and white and blue "Little Stearman" N655WP had impacted the house and the split pack air conditioner on the South side of the building. The initial impact point was the top of the large tree to the East of the impacted house.			
I began speaking with the firefighters who were on scene. They said that when they arrived the pilot, Mr. Wesley Homer Parker, was walking and talking with them and had a hand held radio in his hand. The pilot said to the firefighters that he was flying when his engine quit, he was able to restart it, and then the engine quit a second time. The aircraft entered a dive southbound, hit the house, and spun so that the nose of the aircraft was pointed North. The firefighters said that though the pilot initially declined to be transported, having a laceration to his leg and a sore back, they told him that he should just go because he had just been in a violent airplane crash and should be checked out. (Continues...)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 10/07/2022	TITLE Aviation Safety Inspector	SIGNATURE Shane J A Graham	
		Digitally signed by Shane J A Graham Date: 2022.10.07 13:13:50 -04'00'	

DIGEST (CONT)

I then spoke with Mr. Robert Rowell. Mr. Rowell lives in the house directly across the street from the house that was impacted.

Mr. Rowell said that he and his wife were sitting in their living-room watching television when they, "Heard a loud crash that sounded like a large branch falling down." Mr. Rowland observed a red flashing light outside and got up to investigate when he saw Mr. Parker walking south across the lawn, away from the scene of the crash to the street. I asked Mr. Rowell if anyone else saw anything, he said that his neighbor behind him was a direct witness. I asked Mr. Rowell if we could contact him in the future if needed. He said that was fine.

The direct witness is Mr. Arnold Neal. Mr. Neal said that he was standing in his backyard setting up his golf net when he heard a flying aircraft that he said sounded like the engine was wide open and that the engine was making a screeching sound to the Northwest of his property. He continued that he saw the aircraft in a hard bank when he said to his wife, "What's wrong with that airplane?" Mr. Neal then said that the aircraft engine failed and went silent, and the aircraft began going down and he heard a loud crash and called 911. I asked Mr. Neal if we could contact him if needed. He said yes.

I went back to the scene of the crash and spoke to ASI Ryan Demeritt and ASI Sarah Allen who said that they wanted to obtain a fuel sample but lacked the equipment to do so without contamination. While talking to them, I observed several women in the house that was struck by the aircraft and asked them if the owner of the house was around the area. They said that she was, in fact, in the house at that moment. I asked them if she could talk to me.

The homeowner of the house that was struck by the aircraft is Ms. Miki Derrico. Ms. Derrico said that she was not at the house when the accident occurred and that she was in the process of selling the home and that the people who were viewing the house were in fact there to see it while we were speaking. I obtained her information and asked her if it was okay if we contact her if needed in the future, to which she said that it would not be a problem.

I looked out the broken window to speak with ASI Demeritt when he pointed at a Go-Pro camera which was laying next to the aircraft on the ground. The Go-Pro was taken for the investigation and for safekeeping.

I then drove back to the office and obtained the accident tool kit which contained several containers. Once back at the scene of the crash, we obtained a pipette and oxygen tubing from the firefighters which were used to collect a fuel sample.

After pictures were taken, we cleared the scene at approximately 1915 hours.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 11:00 AM	DATE 10/17/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Wesley Parker, Owner N655WP			
GSO FSDO ASIs Benjamin Mayberry (OPS) and Sarah Allen (AW)			
SUBJECT Accident involving N655WP that occurred on October 6, 2022			
DIGEST ASI Allen recounted the content of the log book entry signed by Mr. Parker on July 9, 2022. While examining photos taken of the aircraft at the accident scene, ASI Allen asked Mr. Parker if the WOT (wide open throttle) stop he installed was a bracket-mounted bolt affixed to the left side of the fuselage just forward of the throttle lever assembly in the cockpit. Mr. Parker confirmed that the bolt described was indeed the WOT stop. ASI Allen described the position of the bolt in the photo, stating that it was adjacent to the throttle lever, and that the lever had gone well past the head of the bolt and was all the way forward. ASI Allen asked Mr. Parker if that possibly occurred during the accident sequence. Mr. Parker stated that when he installed the bolt, he ensured that the throttle lever could not inadvertently go past the stop bolt, and that the post-crash position of the lever was likely the result of the crash sequence. ASI Allen informed Mr. Parker that the fuel remaining in the header tank had a smell similar to lacquer thinner and asked Mr. Parker if he adds any additives to his fuel. Mr. Parker stated he used to add Marvel Mystery Oil to the fuel but has not done so in quite some time. Mr. Parker stated the fuel in the tank of N655WP was purchased (approx 10 gal) on July 20th 2022 from Signature at the GSO airport, self-serve. He did not notice anything abnormal with the fuel. *CONTINUED*			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 10/17/2022	TITLE Aviation Safety Inspector	SIGNATURE 	

Additionally, during the maintenance he performed on the aircraft over the summer of 2022, one of the things he did to the aircraft was remove the header fuel tank, drained the tank completely, enlarged the hole for the fuel sending unit, and installed a new fuel sending unit. He stated that he vacuumed out the fuel tank to remove all metal shavings, and flushed the tank out with water. ASI Allen informed Mr. Parker that when the fuel tank was removed by the recovery team and drained, a piece of material resembling red RTV was recovered from the fuel tank. Mr. Parker stated he used red RTV to seal the fuel sending unit upon its installation. About a month after that is when he put fuel into the tank and calibrated the fuel quantity indication.