

N655WP Accident 10/06/2022, NW of RWY 23R at the GSO Airport
NTSB ID ERA23LA009

THE PILOT REPORTED THAT SHORTLY AFTER DEPARTURE FROM RWY 23R, THE AIRCRAFT LOST ENGINE POWER. THE PILOT WAS ABLE TO RESTART THE ENGINE SEVERAL TIMES, HOWEVER, THE ENGINE FINALLY QUIT AND WAS NOT ABLE TO BE RESTARTED. THE AIRCRAFT LOST ALTITUDE, IMPACTED TREE TOPS AND THE SIDE OF A HOUSE, AND CAME TO REST AT AN ORIENTATION OF 160 ON THE SOUTH SIDE OF 6407 BIRKDALE DR GREENSBORO, NC.

The aircraft sustained substantial damage to the wings and fuselage structure.

The left wing outboard sections were separated from the aircraft. A section of one of the left wing spars had broken off and penetrated the house wall.

The engine mount truss had broken and separated from the fuselage nose structure at the bottom of the fuselage due to impact of the engine with an air conditioner unit.

The fuel storage consisted of one tank in each wing and a fuselage tank just aft of the engine firewall. The wing tanks were empty, and fuel was confirmed to be present in the fuselage tank. The fuel in the fuselage tank had an apparent odor similar to paint thinner. The contents of the fuel tank were emptied into a clean container and retained by Atlanta Air Salvage for NTSB disposition. During emptying of the fuselage header tank through a strainer, the Atlanta Air Salvage personnel captured a chunk of what is assumed to be red RTV silicone sealant which appeared to be consistent with the sealant extruded around the fuel sending unit on the fuselage fuel tank.

A Go-Pro camera was found amongst the wreckage. Review of the video footage stored on the SD card confirms the camera was mounted on the left wing and the camera captured the accident flight. Video shows the engine stopping several times throughout the flight. The final time the engine was running, it appears to be running rough. The video shows the aircraft's right wing stalled just prior to impact with a tree and then the side of the house. The video SD card was retained and sent to the NTSB, along with the aircraft's transponder.

The aircraft maintenance records were reviewed. The aircraft had undergone a 12 month condition inspection in July 2022, and was determined to be in a condition for safe operation by a certificated mechanic with Airframe and Powerplant ratings, as required by the aircraft's operating limitations. In conjunction with the 12 month condition inspection, the aircraft had undergone modifications to the engine fuel system by installation of a Rotec throttle body injection assembly, a Rotec fuel pressure regulator, an air filter connector bracket, new throttle cable, and addition of a wide open throttle stop. The aircraft was returned to service on July 9th, 2022.

Aircraft which are certified in the Experimental Category are not subject to the maintenance rules of 14 CFR Part 43, as described in §43.1(b)(1). The aircraft do not conform to a type design and therefore are not ever able to be considered "airworthy" under the definition of that term in 14 CFR Part 3, §3.5(a). A regulatory deviation pertaining to the maintenance and alteration of the aircraft was not established in this accident or applicable to this situation. For these reasons, Airworthiness was not deemed to be a factor in this accident. The NTSB will determine a probable cause for the accident.

Digitally signed by

SARAH E ALLEN

Date: 2024.08.20

14:25:26 -04'00'

Sarah E. Allen, ASI GSO FSDO
-Amended August 20, 2024