

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA23LA009

GO-PRO CAMERA VIDEO CAMERA SUMMARY

August 20, 2024

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A. ACCIDENT

Location: Greensboro, North Carolina
Date: October 6, 2022
Time: 1621 EDT
2021 coordinated universal time (UTC)
Airplane: N655WP, Fisher Celebrity

B. GO-PRO CAMERA VIDEO CAMERA SUMMARY

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C. SUMMARY

On October 6, 2022, about 1621 eastern daylight time, an experimental, amateur-built Fisher Celebrity airplane, N655WP, formerly N917LS, was substantially damaged when it was involved in an accident near Greensboro, North Carolina. The commercial pilot sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot stated that prior to his first flight that day he verified 8.5 gallons of fuel in the airplane's header tank and that no water was present in the fuel system. After engine start while taxiing, he noted a brake issue and returned to the hangar. After repairing the issue, he ran the engine to 2,400 rpm and noted the brakes were not capable of keeping the airplane stationary. He taxied to runway 23R and when cleared for takeoff applied partial power then full throttle which was 3,000 rpm. The airplane climbed and the pilot entered the airport traffic pattern, maintaining full power while climbing to the same altitude as the airplane ahead of him. He was instructed by the tower controller to extend the downwind leg when the engine "stumbled slightly." He then turned the auxiliary fuel pump on and, the airplane experienced a total loss of engine power as if it had run out of the fuel. He verified the fuel shutoff valve was fully open, retarded the throttle and engaged the electric primer two to three times. The engine restarted and operated normally for about 20 to 30 seconds but would not sustain power. The pilot realized that airplane could not reach the runway and maneuvered for a forced landing on a golf course. The airplane descended and impacted the side of a house. The pilot evacuated the airplane and there were no reported ground injuries.

A Go-Pro camera with micro Secure Digital (SD) card were found at the accident site in the proximity of the left wing by the Federal Aviation Administration inspector. The micro SD card was sent to the NTSB Vehicle Recorder Division where it was examined and downloaded normally and without difficulty.

D. DETAILS OF ACCIDENT FLIGHT RECORDINGS

1.0. Accident Flight Recordings

The entirety of the video files were reviewed and the relevant portions are described in detail in this report. Times are expressed as elapsed time (mm:ss) from when the airplane was stationary at the hold short line for runway 23R.

The video camera in all videos depicted a view of the left portion of the engine cowling, left side of the engine, propeller, and inboard portion of the leading edge of the upper left wing.

1.1 Video files naming convention, Details, and Frames per Second

The entirety of the video spanned longer than an hour and was split into the following files consistent with GoPro naming and size convention:

GOPR8361.MP4 (17:43) - includes takeoff
GP018361.MP4 (17:43) - includes impact
GP028361.MP4 (17:43) - camera recording on ground
GP038361.MP4 (17:43) - camera recording on ground
GP048361.MP4 (3:36) - camera recording on ground; likely recorded until exhaustion of the battery

Recording details:
1920 x 1080 pixels
59.94 frames per second

Date associated with the recorded files was 5/28/2015 (date/time likely not set on GoPro).

1.2 Videos Description

As first viewed, the airplane was stationary at the hold short line for runway 23R with the engine operating.

At about 00:07, the engine sound increased with a corresponding forward movement as the airplane crossed the hold short line. The airplane taxied onto the runway and without stopping, engine sound increased at 00:39 while the airplane began the takeoff roll. The airplane became airborne before the fixed distance marker and began a slow climb flying right of runway centerline over the grass adjacent to the runway. Normal engine sound was heard.

The airplane was on the upwind leg slightly right of runway centerline flying to the departure end of the runway. About 2:20 (1:38 + 00:41), runway 23R was no longer visible below. About 2:22 (1:38 + 00:43), the airplane started banking to the right consistent with turning onto the crosswind leg of the airport traffic pattern. About 2:54 (1:38 + 1:16), the airplane started banking right again consistent with turning onto the downwind leg of the airport traffic pattern. About 3:04 (1:38 + 1:26), while in a slight right bank, a hesitation of engine sound from the previous steady state rpm was observed. About 3:09 (1:38 + 1:31), while still in a slight right bank, the two-bladed propeller was stationary and nearly horizontal. Then two seconds later, at 3:11 (1:38 + 1:33) the propeller was observed rotating while the airplane was still in a slight right bank.

The airplane was on the downwind leg of the airport traffic pattern with the propeller stopping. The engine was restarted while the airplane continued on the downwind leg with variations in bank angle left and right noted. At 4:39 the airplane was near wings level.

About 5:11 (1:38 + 1:35 + 1:41 + 00:16), when near a small body of water, the airplane began a slight right turn. Correlating the geographic landmarks at that time with the Federal Aviation Administration Automatic Dependent Surveillance - Broadcast (ADS-B) data, at the moment of the right turn, at about 1620:14, the airplane was about 1.5 nautical miles and 015° from the approach end of runway 23R flying at 1,800 ft barometric altitude.

About 5:14 (1:38 + 1:35 + 1:41 + 00:20), the engine sound decreased and the propeller was stopped. The airplane continued in the right banked turn then about 5:26 (1:38 + 1:35 + 1:41 + 00:32) while still in a slight right banked turn, the propeller rotated for about 6 seconds then stopped. The propeller then rotated for 5 seconds then stopped again. Yet again the propeller started rotating for about 6 seconds and stopped again.

About 5:52 (1:38 + 1:35 + 1:41 + 00:58) the propeller started to rotate and about 6:08 (1:38 + 1:35 + 1:41 + 1:14) engine rpm was heard to increase. The airplane was descending with some engine rpm then at 6:19 (1:38 + 1:35

+ 1:41 + 1:25) while in a wings level attitude the propeller stopped. The propeller began to rotate for about 6 seconds then stopped.

About 6:26 (1:38 + 1:35 + 1:41 + 1:32) the airplane was nearly wings level attitude above trees, then about 1 second later the airplane began a steep right descending turn. While descending at about 6:29 (1:38 + 1:35 + 1:41 + 1:35), a tree was visible, and a sound of impact was heard. While in a steep nose down attitude, the view of what would be the impacted home was visible. The sound of ground contact was noted at 6:30 (1:38 + 1:35 + 1:41 + 1:36) and the video continued with a partial view of the house and one of the wings.

The remainder of the video consisted of the camera recording on the ground from a stationary position.

2.0. PENDING INFORMATION

Return of the micro SD card to the pilot/owner.

Submitted by:

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