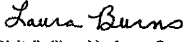


RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL	TIME 1130	DATE 10/14/2022										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS								
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FAA Aviation Safety Inspectors(ASI) Laura Burns and James Holmes												
Pilot Bob Agledor												
Location Massey Ranch Airpark (X50)												
SUBJECT Aircraft N3885X Crash												
DIGEST												
On October 14, 2022 the pilot Mr. Agledor was interviewed by inspectors. The pilot Mr. Agledor was asked if anything was wrong with the aircraft, engine, flight controls, etc... He stated that there was nothing mechanically wrong with the aircraft. Mr. Agledor confirmed he took off with no flaps and had full fuel on the aircraft prior to take off. He stated after the aircraft failed to gain altitude and was getting to the end of the runway. He aborted the takeoff and at approximately 25 feet the aircraft stalled and crashed. A video of the crash captured the crash and confirmed the aircraft failed to gain altitude, stalled and crashed. The windsock in the video indicated little to no wind at the time of the crash. Mr. Agledor was asked if he performed a weight and balance prior to flight and he stated he had not and didn't ask his passenger how much they weighed. Mr. Agledor was using a Pilot Operating Hand Book that he had purchased on ebay and stated that he was used that manual for performance planning. It was noted typed values added for the aircraft specifications. ASI James Holmes discovered a weight and balance form in the aircraft. It was pointed out to the pilot that the as weighed weight and balance showed an aircraft empty weight of 1531 pounds and not the 1280 pounds that was typed into the POH. Mr. Agledor 3rd class medical was on 04/12/2022 weight was 228 lbs. The aircraft had full fuel and the passenger weight was estimated to be around 275lbs, if not more. Mr. Agledor conceded that based on the information presented during the interview that the aircraft was over max gross weight.												
CONCLUSION, ACTION TAKEN, OR REQUIRED												
Based on the information observed and obtained the aircraft was over max gross weight												
DATE 10/18/2022	TITLE Aviation Safety Inspector	SIGNATURE  Digitally Signed by Laura Burns										

On 10/14/2022 Mr. Bob Agledor, pilot certificate number [REDACTED] was interviewed at X50, regarding his accident involving N3885X on 10/13/2022 at approximately 1700 hours EST.

Mr. Agledor stated that he was attempting to conduct a day VFR flight from X50 to KDED with one passenger on board. In this interview the pilot stated that he did not perform a weight and balance for the flight but that he did accomplish the engine run-up/mag checks and that all was normal. He stated that all readings on the indicating instruments, Oil temp, manifold pressure, RPM ect was normal. He stated that he pushed the throttle all the way forward and that the RPM and manifold pressure all looked to be in their normal operating range. The pilot stated that after obtaining rotation speed the aircraft rotated and the aircraft initially climbed to approximately 20-30 feet AGL at which point the aircraft stopped climbing and the aircraft would not gain speed or altitude. With 800 feet of runway remaining the pilot stated that the aircraft stalled and the aircraft crashed.

During this accident sequence the pilot stated that the aircraft engine was operating and performing normally. He said that all engine indicating systems showed normal operating parameters during the accident flight and that the engine was producing power during the entire event.

The pilot provided a Pilot Operating Hand Book that he had purchased on Ebay and stated that he was using that manual for performance planning. In the POH someone had typed in an aircraft empty weight of 1280 pounds and the pilot stated that this was the weight he used to guesstimate a rough weight and balance. While inspecting the aircraft Inspector Holmes found an as weighed weight and balance form in the aircraft. It was pointed out to the pilot that the as weighed weight and balance showed an aircraft empty weight of 1531 pounds and not the 1280 pounds that was typed into the POH. Inspector Holmes performed a weight and balance using the pilot and passengers estimated weights and the as weighed weight and balance form. This showed that the aircraft was approximately 48 pounds over max gross weight on the accident flight.

**JAMES
MICHAEL
HOLMES**

Digitally signed by JAMES
MICHAEL HOLMES
Date: 2022.10.18 07:54:42
-04'00'

James Holmes
Aviation Safety Inspector
Orlando FSDO