

Eric Alleyne
Air Safety Investigator
AS-Eastern Region Aviation

Date: 8/4/2024

Subject: ERA24LA296, Pilot and Passenger Statement

Contact: Roger Richardson (Pilot) & Chris Nickens (PAS)

An NTSB accident/incident report form (6120.1) was sent to the pilot on August 1, 2024. At that time, the pilot was unable to complete the form due to physical limitations resulting from injuries sustained during the accident. As a result, the passenger met with the pilot in person, and together they prepared a single, joint written statement describing the event. No separate or additional statement was received from the pilot beyond the jointly submitted account.

The joint statement was submitted via email by the passenger. On August 21, 2024, the pilot was contacted by telephone and confirmed that he had collaborated with the passenger on the statement and agreed with its accuracy.

During this call, the pilot also advised the NTSB investigator that he consented to the passenger, a personal friend, retrieving his logbooks and related records from the FSDO on his behalf.

Joint Pilot/Passenger Statement:

The following statement reflects the recollection of the accident event as jointly provided by the pilot and passenger:

"On 7-7-2024, I was seated in the rear passenger seat of the Super Drifter with floats (N692BS). The aircraft departed 3M7 at approximately 2:45 PM CST for the sole purpose of remaining in the pattern while the PIC in the front seat performed touch-and-goes.

Upon what was supposed to be the final landing (Runway 01) to return to the hangar at 3M7, an unanticipated gust of wind directed the aircraft off course during the landing sequence. The flight path shifted toward the left (west) side runway lights, PAPI lights, a hillside, and a ditch.

A go-around was initiated to avoid these obstacles. During the maneuver, a second, larger gust of wind raised the right wing. Due to low airspeed and altitude, the aircraft entered an uncommanded roll to the left. As the aircraft passed approximately a 45-degree bank, the left wing stalled, causing the aircraft to roll into a 90-degree bank with approximately a 45-degree nose-down attitude. There was insufficient altitude remaining to prevent ground impact.

The aircraft impacted the fueling/ramp area and rolled inverted at approximately 3:00 PM CST. I observed that the aircraft was under positive control during the go-around maneuver until the stall occurred. The control stick was fully deflected to the right, and the engine was producing normal thrust and power.

After the aircraft came to rest, I unbuckled my four-point harness and exited. The engine was still running and producing thrust. The aircraft had landed inverted and was resting on the PIC's chest. He was unconscious, not breathing, and bleeding heavily.

I called 911 twice and requested emergency medical assistance, including Vanderbilt LifeFlight or Erlanger LifeFlight. I attempted to shut down the engine using the standard ignition switches, but they were damaged. I reduced the throttle to idle and then ran to the rear of the engine to manually pull the spark plug wires to stop the engine.

After shutdown, I heard a significant fuel leak (100LL Avgas) near the PIC. I attempted to lift the aircraft off his chest but was unable to move him alone. First responders arrived quickly, and I instructed them on how to lift and push the aircraft to free the PIC from the fire danger.

I cleared the PIC's airway, and he began breathing again. I began first aid to address an open wound on his left arm. EMS arrived shortly after, transferred him to an ambulance, and then to a waiting Vanderbilt LifeFlight helicopter, which had landed on an adjacent taxiway."

-END-