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Date: 08/01/2024
Subject: ERA24LA332
Contact: David Trost – Pilot of N1041U

Below is an excerpt from a statement that the pilot gave in the FAA Flight Occurrence Questionnaire:

On 28 July, 2024, the pilots and staff arrived in the morning to prepare for the airshow. The airplanes were fueled, preflighted, and positioned normally for the airshow. I, along with the other pilots, attended the preshow briefing at 1:00pm. Myself and the other pilots also were in attendance for the briefing for the “Bombing Raid” act. I was assigned the #4 position in the fleet of 6 airplanes. The airshow started at 2:15 and proceeded normally.

It was a good VFR day with light northerly winds. Each member of the team took off to the north and then proceeded to come into formation, and started the planned routine. The first circle of the aerodrome was flown to plan.

At the end of the second circle, I was the number 4 airplane, and was holding position with the number 3 airplane. As per the planned routine, the number 3 airplane pitched up to move into the trail position. When it was safe for me to take my focus off the number 3 plane, I began my planned maneuver and shifted my focus to my flightpath. Per our planning and routine, the number 5 airplane was to be on my left wing in Echelon and I was to follow the lead of the number 3 airplane. When I started my maneuver, I saw the number 5 airplane immediately above me as we made contact. There was no time to react. I felt a hard impact, which resulted in moderate vibration which seemed to be from the engine. At this point, we were over the field in the normal position for the routine, which is just past the north end of the show village.

I assessed that the plane was still controllable and the engine, while having some vibration was still making good thrust. I crossed over the north end of the field, north of the

spectators and entered a downwind leg behind the spectators over Norton Road. At midfield in the downwind leg the vibration became less and I lost thrust. I increased the throttle which only resulted in a minimal increase in thrust. At that point I knew that I was not going to make the field so I leveled the plane, closed the throttle and entered the top of some tall trees just at the south west end of the runway at about 55 mph. The plane fell through the trees initially turning clockwise. It came to rest with the nose pointing north, on the ground inverted about 50 feet south of Stone Church road.

I put my right hand on the ground and unbuckled the belts. I crawled out under the right side of the cockpit I started walking to the road when the aerodrome rescue squad began to arrive. I told them I was ok and went back to the plane to shut off the switches and the fuel.

Shortly after that EMS, Fire and the police arrived. There were no injuries nor damage to any property other than my aircraft.

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