



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division October 2nd 2016

NTSB Accident Number: GAA17CA004

Aircraft Registration & Make/Model: N53AW, Airborne Windsports, Edge XT 912-L

Accident Location: Fort Valley, GA

Accident Date: 02OCT2016 @ 1830 (EDT)

Subject: Memorandum for Record: FAA Aviation Safety Inspector

In support of the NTSB Air Safety Accident Investigation involving accident airplane N53AW, and PIC Roger Woodruff, the following is a statement from Federal Aviation Administration, Aviation Safety Inspector Davidson.

Mike,

Just wanted to follow up with you and give you an update to what I observed concerning our Trike accident. There really isn't anything conclusive to say that whether or not this locking pin failed. If you look at pic 1 this is a picture of the left wing strut assembly (the good side). The pilot is stating that this circular locking pin failed causing the strut to detach from the right wing tip during landing causing the right wing to stall. Unfortunately there is no sign of this circular pin to be able to tell if it broke or not. Also if you look at pic 2 this shows the new designed strut assembly. I went back out to the accident site to see if I could find it and of course I couldn't. According to the MX manual for this trike the owner is required to change out the fabric and all tubing after 1000 flight hours. This aircraft had about 950 hours on its tubing and fabric. The owner actually had the new fabric and tubing as you can see in the picture at his home in the hanger and was just waiting to change it out. According to the pilot if this stall episode would have happened at higher altitude he could have over compensated for it and landed the plane safely. But apparently because it failed at such a low altitude on landing it prevented him from being able to correct for the sudden right wing stall. Unfortunately, there is no way to tell because we don't have the locking pin. Feel free to call to discuss further if you like.





Steven L. Davidson

Principal Avionics Safety Inspector

Atlanta Flight Standards District Office

This is page 3 of 3 and nothing follows.