

Inspector's Statement

On Friday May 11, 2018, Inspector Nina McBride and I were called to investigate an aircraft accident of a Kolb Firestar2, N9216E in Atmore Alabama. Upon our arrival several of the Escambia County Alabama Sheriff's deputies were at the scene and had it secured. Officer Samuel Weeks provided a witness statement from a witness in the neighborhood.

The aircraft was found nose down in the front yard of a house on Darryl Dawe LN in Atmore Alabama. Obvious damage and branches on the ground from a tree across the street to the north was indication that the aircraft hit branches on the way down. The lower power line from the power pole to the house had been cut, but restored by the power company before we arrived. An obvious temporary splice in the power wire was obvious just above the wreckage.

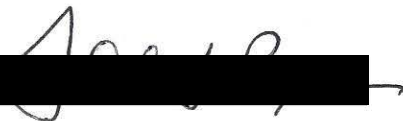
The aircraft registration and airworthiness certificate along with the pilot's log book were secured for future review. The fuel and two stroke oil tanks were all past the at least half-full mark. The fuel tanks were upside down and dripping from filler caps, the fire department was called back to drain the hazardous material.

While investigating the wreckage, I found a GOPRO camera with mount laying on the ground and removed the Micro SD Data card for further evaluation. We reviewed the footage and found the entire flight and events leading up to the crash displayed. The SD card was returned to the pilot's wife at the hospital on May 18, 2018.

Per the request of the NTSB Duty Officer we removed the exhaust pipe and inspected inside the piston exhaust areas with no indication of any failure while on-site. The engine turned over normally with no odd noises or sounds. The forward carburetor was pulled off rubber hose mount from the impact. I removed both carburetor fuel bowls with no abnormal debris or system failure indications.

The cockpit area was completely destroyed and unable to complete continuity check of throttle or flight controls. Ailerons on wings and the tail elevator and rudder surfaces all indicate normal operation and connection continuity.

The aircraft has been moved to the Atmore Alabama Airport and secured in the main hangar by Airport Manager Mr. Freddie (Bo) McCall at [REDACTED]. Mr. McCall also stated he was notified of the crash and flew over the site with-in minutes of the occurrence. A witness statement has been submitted.



Todd T. Pryor

FAA - Aviation Safety Inspector

Inspector's Statement

Accident Investigation: Kolb Firestar 2 , N9216E Occurred 5/11/2018 12:15 pm CDT

Location: [REDACTED] Atmore, AL

Pilot: Scott Newton No record of pilot certificate or medical certificate

May 11, 2018

At approximately 2:30 pm CDT Inspector Todd Pryor and I arrived at 103 Darryl Dawes Lane, Atmore, AL to investigate the crash of Kolb Firestar2, N9216E. The light sport experimental amateur built airplane was crashed in a nose down position in the front yard of a residence. Approximately 30 yards north of the crash sight, there were numerous small branches and leaves on the ground near a 40 foot oak tree, which indicated the airplane had brushed the branches in its descent. The crashed airplane was lying below a power line which looked to have been recently repaired. We were advised by the onscene Sheriff's deputies that the power company had been called to the scene to repair a broken transmission line which the airplane must have hit just prior impacting the ground.

The airplane was in a nose down position, with both wings bent and broken. The cockpit and instruments were broken and/or destroyed. The tail was bent in half and hanging from the fuselage. A pilot's logbook, a GoPro camera, the aircraft registration and airworthiness certificates, and the aircraft operating limitations were salvaged from the wreckage. At the direction of the NTSB duty officer Dan Boggs, Inspector Todd Pryor removed the exhaust pipe and inspected the piston and visible portion of the cylinder for any anomalies. There were none. The piston moved freely. The fuel tank, which was inverted by the crash, was dripping fuel. It looked more than half full. Mr. Pryor opened the carburetors and saw fuel in both bowls and in the lines.

Escambia County Sheriffs Department officers on site stated that they had received a 911 call from the pilot while he was laying in the wreckage. He was airlifted from the site in serious condition. There were no witnesses to the crash.

Further investigation could find no record of the pilot having been issued any kind of pilot certificate. Review of the pilot logbook indicated Mr. Newton had received primary pilot flight training from 1990 -1993 with endorsements to solo in CE-150 and CE-152 aircraft. 4 recent entries indicate Mr. Newton received flight training in an Aeronca Champ as recently as September 2017.

The aircraft is an experimental amateur built and had been issued a special airworthiness certificate on March 3, 2017. The aircraft was built by Jose Martinez and sold to Mr. Newton in May of 2017.

VFR conditions prevailed when Mr. Pryor and I arrived at the scene. There was a light breeze out the south and skies were clear. Temperature was approximately 82°. As I had been in the area for much of the day, I can assume that weather conditions were quite similar at the time of the accident with a slightly lower temperature since the accident was a few hours earlier.

Mr. Pryor and I were able to view the SD card from the Go Pro camera which had recorded much of the taxi, takeoff and flight including the crash and subsequent arrival of emergency responders. Just prior to the crash, it appeared that the airplane became slow, rolled left slightly as the nose dropped. It then appeared to become level for a moment before the right wing dropped a great deal, the nose dropped more abruptly, the airplane brushed a tree with the left wing and then hit the ground nose down.

From the video, sheriff's deputies recognized portions of the Atmore Municipal Airport and suggested that the airplane had departed from there. Inspector Pryor and I went to the Atmore Airport which is approximately 4 miles west southwest of the crash site. The airport and FBO building were deserted. VFR conditions prevailed at the airport and light winds were out of the south. We noted a pickup truck with an enclosed trailer attached behind it. This vehicle was parked on a large ramp area on the opposite side of the runway from the FBO.

Nina A. McBride
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