



MEMORANDUM FOR RECORD

Allison Diaz
Air Safety Investigator
Office of Aviation Safety

Date: May 28, 2021
NTSB Accident Number: WPR21FA210
Persons Interviewed: Mr. David Lomax

- Mr. Lomax has been an A&P IA for over 40 years. He had not worked on the accident airplane but had looked at it from time to time as it was built.
- [Mr. Coby and Mr. Knight] were meticulous and didn't rush the build.
- Mr. Coby was over 250 lbs, owns a Cessna 182.
- He witnessed the accident and stated that the engine sounded fine. The airplane appeared to be hanging off the prop, the wings were rocking. About 150' above the ground the airplane entered an abrupt left turn and dropped like a pancake.
- Upon seeing the airplane crash, he retrieved two fire extinguishers and responded to the site.
- The airplane exploded upon impact into a big ball of flame.
- The engine never sputtered and sounded like it was producing full power until impact.
- He described the wing wobbling as "excessive" and stated that the airplane was in a nose-high pitch attitude. The airplane's pitch attitude never decreased.
- The pilot was seated in the front seat.

END



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Persons Interviewed: Mr. Kent Knight

- Mr. Knight stated that he was the co-owner of the accident airplane. The airplane was still undergoing its 40-hr Phase 1 period.
- They built the airplane from plans.
- On the morning of the accident, he and Mr. Coby (accident pilot) did a detailed preflight together, which revealed no anomalies.
- Mr. Knight flew the airplane first, and stayed in the pattern/local area for about 30 minutes before returning due to rain.
- They brought the airplane inside the hangar and waited out the rain until later in the afternoon.
- During his flight, the airplane's takeoff profile was flatter than usual, but the airplane performed well and handled as expected.
- The accident pilot's preflight activities were very normal. He boarded the airplane, debriefed with Mr. Kent, conducted a radio check, and taxied for departure.
- The conditions were dead calm. He described himself and Mr. Coby as new taildragger pilots, and they did not fly in windy conditions.
- Everything looked ok as the airplane taxied to the runway and the engine accelerated for takeoff; however, after the airplane became airborne, it never looked right.
- The wings were rocking and banking left and right and it just looked odd. The airplane's pitch attitude was a little steep and the airplane looked slow.
- As the airplane continued to climb, he could see it buffet before the right wing dropped and the airplane impacted the ground.
- The engine was running fine throughout.
- Within seconds of impact, the airplane was in flames and he and other first responders couldn't get close to it.

- Mr. Knight did not see any corrective control inputs before the airplane stalled.
- The airplane had a 10-gallon fuel capacity.
- At first they were concerned about weight and balance because Mr. Coby was a heavier guy. But they were careful not to exceed the back of the envelope [aft center of gravity].
- Mr. Knight stated that the airplane was fueled to capacity before his flight and estimated that it consumed about 2 gallons during that flight. The airplane was fueled with auto gas kept in cans in the hangar.
- He reiterated that the engine was running throughout the accident sequence, and he heard it accelerate as the airplane descended toward the ground.
- The airplane was very docile on landing and never behaved poorly.
- He estimated that they were a little less than halfway through Phase 1. It was typical that he and Mr. Coby took turns flying the airplane.
- They were still getting comfortable with the airplane and were finding the proper approach speeds. They stayed in the middle of the envelope. Neither of them had conducted any stalls at altitude.
- The seats on the airplane were fixed in place.
- The airplane last flew in January. The day of the accident was the first time they had flown it in hot weather.
- The airplane was not equipped with a stall warning system.
- All the documentation for the airplane is likely at Mr. Coby's home.

END