

From: Sheckler, Thomas (FAA) [REDACTED]
To: Scott Arnold [REDACTED]
Subject: RE: Accident at Mount Victory, OH

June 23, 2020:

I arrived on scene just after 1300 Hrs. Eastern, June 17, 2020. The Hardin County Sheriff Dept. recorded the time of incident at 1000 Hrs. Eastern. I spoke with Sgt. Williams of the Hardin Co. Sheriff Dept. first, while the pilot (Mr. Hunt) waited inside the restaurant. Sgt. Williams explained that a fellow off-duty deputy, visiting the restaurant, noticed the pilot hand-propping N25702 (from behind the prop) to start the engine. When the engine started, it pulled the airplane forward and the right main landing gear struck the pilot in the lower leg(s), knocking him down. As the aircraft began to roll, the off-duty officer ran to try to catch up to it. The pilot was also scrambling to get to the aircraft. The aircraft left the grassy area adjacent to the grass strip (O74) and began to cross a field with short stubble (probably between 6 to 7 inches in height). Although this stubble slowed the aircraft, it continued through the field and then one wing impacted a utility pole. Upon striking the wing, the aircraft rotated and struck the pole again with the opposite wing. At this time, the officer managed to get to the aircraft to stop the engine by cutting either the fuel selector or magneto switch. The officer ran back to the restaurant to call his office to alert them of the situation.

While the officer was inside making the call, the pilot evidently moved N25702 away from the pole, hand-propped the engine, and taxied the airplane back to the grassy area, finally shutting it down there. When the officer came back outside, afraid that the pilot was attempting to leave the scene, he escorted the pilot back to the restaurant until authorities arrive.

Sgt. Williams continued to map the scene using GPS. At this time, the pilot and the off-duty officer were walking toward Sgt. Williams and myself.

I spoke with the off-duty officer and he confirmed what Sgt. Williams told me.

I interviewed the pilot and he stated the same facts, except he said he was the person who shut the engine down. He admitted to me that he restarted the engine and taxied the airplane back toward the initial start point. I asked him why he moved the aircraft, but he did not have an answer for my question. I asked him if he made use of chocks when hand propping the aircraft, he said no and that the only thing he did was move the tailwheel sideways. He said he used to own a Luscombe and was familiar with hand propping from the rear of the prop.

I asked the pilot if he called or notified either the FAA or NTSB, he said no. I asked if he called anybody else and he said the owner of the aircraft (Randy Barney at Radial Enterprises, LLC). I inquired how the owner planned to recover the aircraft; he said the owner's mechanic would come to pick it up by truck and trailer.

I continued my documentation of the event and waited for the mechanic to arrive.

I hung around the area until the mechanic (Rod McFarland, A&P with IA) showed up with his trailer to recover N25702. I explained to the mechanic that I thought the damage may be significant if there was damage to the forward spars, but it was hard to determine by just looking externally. I mentioned I was considering the event as an accident, so I gave him my business card and asked him to contact me after

he had a chance to determine the damage at his shop. Rod called me the following day saying that neither forward spar was damaged and that the aircraft did not require any major repairs, thus no substantial damage. He seemed most helpful.

June 23, 2020:

Aircraft Ownership: Aircraft N25702 is registered to Radial Enterprises LLC in New Carlisle, OH. The manager of the LLC is Randy Barney.

Other Information:

Fuel onboard: Approx. 7 ½ gallons
Engine serial number: 3666
Engine total time: 1880.4 hours
Time since last annual inspection: 9.9 hours
Total time since overhaul: 630.6 hours
Time since last inspection: 9.9 hours
Time since overhaul: 630.6 hours
Propeller make: Sensenich
Propeller model: 1B90
Propeller serial number: 51958
Date of last annual inspection: 5/6/2020
Airframe total time (as of inspection): 1880 hours

ELT Information:

Manufacturer: Emergency Beacon Corp.
Model: EBC-102A

Mr. Hunt Information:

Date of birth: [REDACTED]
Address: [REDACTED] New Carlisle, OH
Certificate number: [REDACTED]
Certificates held: Pilot, ASEL
Ratings held: Private, Instrument
Complete date of last flight review: 11/17/19
Total flight time: 2664 hours
Flight time make and model: 45.6 hours
Medical class: Basic Med
Complete medical date: 9/6/17
Restrictions/limitations: Eyeglasses

June 24, 2010:

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