

Inspector Statement N30BA, BD-5, serial number NBA-19

Witness Statement

Inspector Wayne Vohs and Inspector Timothy Haley interviewed line personnel Mr. Aaron Bunn, who was working at the FBO at the time of the crash. He stated the aircraft made a low pass down the runway on 18. The aircraft turned around and proceeded for another low pass down 36. At approximately the Pike Electric Inc. hangar, the aircraft pulled up, turn east slightly, flew over the Pike hangar and proceeded to bank back to the left at a very steep angle. Mr. Bunn demonstrated the bank with a model aircraft that was located on the counter. He simulated a bank angle in excess of 60 degrees and very near vertical. Inspector Haley confirmed with him "was the bank angle that steep", he confirmed the angle. He then stated that the aircraft just flew straight into the ground.

Facts

1. Aircraft had a low angle impact, verified by several trees clipped off on entry path into the crash site.
2. The aircraft appeared to come to rest on a heading of 040.
3. Only ground marking was to the left of the aircraft nose. It appeared to be 36 inches in length and approximately 18 inches deep.
4. Small trees were stacked at left wing root.
5. Aileron continuity verified from aileron to wing root where wing was torn from fuselage. Verified aileron connection at control stick.
6. Elevator continuity verified to cockpit where elevator push pull tube was broken. Break appeared to be fresh clean break cause by the impact. Verified elevator connections at control stick.
7. Rudder continuity verified at rudder through engine compartment and at rudder pedals. There appeared to be no interruption of the rudder system.
8. Throttle control and mixture cutoff verified to carburetor. At arrive of crash site the controls were at the full aft position.
9. Choke appears not properly rigged. Choke would not open more than half way. Choke cable housing is attached with an Adel clamp and it's possible that the cable pull through the Adel clamp and changed the rig on impact. Choke cable appears to move freely.
10. No apparent oil or fuel leaks present in engine compartment.
11. Engine appears to be shifted up due to impact. Flywheel will rotate and engine appears not to be locked up. Unable to determine if engine can build compression.
12. Left wing extensive leading edge damage. Fuel tank ripped open. Aileron in place and moveable. Flap in place and appears to be in up position. Wing appears to be not attached to the fuselage.
13. Right wing extensive leading edge damage. Fuel tank ripped open. Aileron in place and moveable. Flap in place and appears to be in up position. Wing not attached to fuselage.

14. Without lifting the aircraft up, it appears that the landing gear was in the up position.
15. Tail assembly is completely intact and minor damage only. Rudder in place and moveable. Elevator in place and moveable. Propeller in place and rotating freely.
16. Propeller has minor damage only and rotates freely. Propeller drive belts was off of the drive pulleys but was completely intact. Engine drive pulley in place and rotates. Propeller drive pulley in place and rotates freely. Propeller clutch appears to be functioning correctly.
17. Forward fuselage severely damage.
18. Instrument panel outside of fuselage probably due to EMS workers. No unusual indication on gages. All gages at zero or off location.
19. Battery outside of fuselage probably due to EMS workers.
20. Fuselage fuel tank appears full. Unable to take fuel samples.
21. Seat frame appears to be intact.
22. Gear handle broken loose from fuselage, unable to determine the position gear handle was in. Its appears full forward.
23. Cockpit canopy was still attached at aft attach point.

Timothy L Haley