

Incident report by ASI Toms:

Received by telephone 3-24-2014 at 9:40am from Mike Bass at Mt. Olive Airport. Also spoke with Pilot/Owner Mr. Lawrence Green.

1958 Cessna 172 C, N8988B approximately 4400TT, 202 SMOH engine with new crank etc. 110 hours since September 2013. Flown regularly: Owner and wife learned to fly in the plane since they purchased it in about September. Registration dated 9/3/2013 lists Lawrence M. Green owner. Prior owner since Aug 3, 2012: Brian Daniel Lewis (A&P [REDACTED] New Bern, NC who purchased it from an estate sale. He installed new Skytec starter Jan 20, 2013 with push button STC (337 in FAA records). RTS by Ricky Hawkins IA.

PIC / Owner: (cell phone) [REDACTED] (home phone) [REDACTED]

Lawrence Green Certificate # [REDACTED]
[REDACTED]
Buies, NC 27506

Total time: 100 hours all since September 2013. All in this plane.
3rd Class Medical date: 9/20/2013 Medical Examiner [REDACTED]

Statement from Pilot / Owner:

Mr. Green stated he purchased the plane last September for his wife and him to learn to fly and enjoy together. She was taking lessons and he received his Private Pilot license in the plane since September 2013. He is retired, and was a sort of life long dream. He has about 100 hours total time, all in this plane.

On Saturday 3-22-2014, flew from his home airport (78NC) Fuquay-Angier; to Mount Olive Airport (W40), arriving at about 10:30am after a flight of about 18 minutes. Larry stated the engine started right up.

When preparing to depart Mt. Olive about 10:45am on 3-22-2014;, the engine would not turn over, presumed battery dead (?), PIC got out and elected to prop the airplane to start it, leaving a non-pilot as the sole occupant (Rob Barham) who was an old childhood friend and not a pilot. He states he instructed him on how to turn the mags on and off and leave the throttle at idle.

Mr. Green tied the tail down with a rope, then while coordinating the engine and magneto controls with the passenger in the airplane, the engine started and headed across the ramp. The occupant reportedly killed the engine and it coasted into a hangar door, hitting the wing first then the engine and propeller with enough force to punch a hole in the door skin of the hangar about 28" tall x 18" wide in the .020" sheet metal skin of the hangar.

Stated it pushed the engine back and some sort of oil line broke leaking oil out. Damage to wing and engine cowl and firewall and prop unknown severity. Mr. Green stated he contacted theNTSB at the phone number on their website, navigated menus and left message but no one called him back.

The last annual inspection was completed the last week in February 2014 by Larry Coppernoll according to the owner. Mr. Green is to send photos about 1pm when he gets home. No injuries. Aircraft engine was reportedly not running when it coasted into the hangar.