

Inspector Statement
N419SD Accident – Corwin S. Slone
September 29, 2021

Accident Summary:

On September 29, 2021 at 1400 CST, a Highlander, experimental-operating light sport aircraft by Just Aircraft LLC, N419SD, was practicing for a short take-off and landing (STOL) competition called Arkanstol at a private airstrip, Byrd's Backcountry Airstrip (51AR). The aircraft departed runway "Cross" (approximately 220 heading) and was making a low and slow left turn back to runway "Grit" (approximately 360 heading). The aircraft got low and slow in the turn and stalled after encountering a gust of wind from the south, impacting the ground. Visual meteorological conditions prevailed at the time. The pilot was the sole person on board, wearing a helmet but sustained serious injuries and was air lifted to the hospital. The aircraft sustained substantial damage.

Events:

This was the second accident to occur this year during the practice phases of this competition. The previous aircraft crashed on the same turn earlier that week. There was also another accident on this turn from Cross to Grit during the trial runs in 2020. The FAA was notified on September 29th soon after the accident and Inspector Nathan Bradshaw and Paul Centenaro both arrived to the accident site at approximately 8:00am 09/30/2021.

Charlie Jones, the unofficial Airboss at the event, escorted both inspectors to the accident site where we conducted the investigation. Charlie Jones did see the accident occur and had the emergency management team help attend to the accident within 1 minute of the accident.

The morning after the accident it was decided by the Airboss, owners and pilots that they would take the runway "grit" out of the course. FAA was on site the next 3 days for surveillance. No further accidents/incidents.

No contact with the pilot, Corwin Scott Slone, phone number [REDACTED], ATP pilot certificate number [REDACTED] at this time. According to Charlie Jones, the unofficial "Airboss" at Arkanstol he was transferred out of the hospital to Baptist Rehab 10/27/2021.

11/02/2021- Airmen Called Inspector back to give a statement. Airmen says as he was making the turn to the left flying with about 16kts above stall speed, 2 of 3 notches of flaps he encountered a strong gust of wind out of the south, lifting his right wing into nearly a 30 degree bank, he deflected full right aileron and started to add power but with the torque and loss of lift already that made it worse and he opted to not complete the go-around. Two of his friends; Jerry Clemons and his brother Dewayne Clemons saw the

accident and were the first on scene to get him out. They said the winds were gusting out of the south about 15-20 kts.

NATHAN R. BRADSHAW

Nathan R. Bradshaw
Principal Operations Inspector

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: CEN21LA471 (N419SD) - Aviation Safety Improvement Proposal
Date: Wednesday, November 10, 2021 12:21:20 PM
Attachments: [AD08EA88-0151-4C0C-BF37-02DFFB47DFE6.png](#)

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Good afternoon Mike,

My apologies for the late response. I had a sudden death in my close family recently and just returned to town from the funeral on Sunday. This kept me from getting the team members together to discuss your Email until now.

We are aware of Corey's recovery and keep in close contact with him. We are also very happy that he was wearing his helmet per our rules.

Part of our post event process is to analyze what did and did not go well and see if any changes need to be made for the next year. As you are probably aware through your discussion with the FAA, we are forging new ground with our event and have sought their counsel along the way. We will definitely take a look at the shoulder restraint requirements and see what makes sense going forward.

Fortunately, most if not all of our participants already employ at least a 3 point restraint system with the majority having a four or five point system.

We do appreciate your input and will take that under advisement as we get ready for next year's event.

Best regards,

John Young
Co-Founder
www.arkanstol.com
Cell: [REDACTED]

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On Nov 9, 2021, at 9:34 AM, Hodges Michael <[REDACTED]> wrote:

Good morning John,

I am following up on this please. Thank you.

Mike

Mike J. Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793

Cellular/SMS: [REDACTED]
Facsimile: [REDACTED]
Response Operations Center (24/7): 1-844-373-9922
Work Hours: Monday-Friday, 0900-1730 Mountain Time

“We always need to prepare ourselves for handling the unexpected.” – Neil A. Armstrong

From: Hodges Michael
Sent: Monday, November 1, 2021 5:35 PM
To: [REDACTED]

Subject: CEN21LA471 (N419SD) - Aviation Safety Improvement Proposal

Good evening John,

I hope you are doing well sir.

I am investigating the accident that occurred on 09/29/2021 in West Cobb, Arkansas, with N419SD (Just Aircraft – Highlander), during the 2021 ArkanSTOL competition.

<image001.png>

I spoke with the pilot/owner of N419SD, Mr. Cory Slone, this afternoon. As you know, Cory sustained serious injuries and he is going through the recovery process at this time. Cory reported to me that the use of his airplane flight helmet and four-point restraint system, “absolutely saved my life.”

I saw on the ArkanSTOL website, the list of the event rules for 2021:

[Challenge Info — ARKANSTOL](#)

<image002.png>

I think that is outstanding, that airplane flight helmets are required for qualification and competition flights.

As a lesson learned from Cory’s accident, would ArkanSTOL consider adding to the event rules going forward; a requirement for all airplanes that are participating to be equipped with a four- or five-point restraint system for the pilot?

Thank you sir for the help. Have a great week.

Mike

Mike J. Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

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