



# Aviation Investigation Final Report

<b>Location:</b>	Wadesboro, North Carolina	<b>Accident Number:</b>	ERA23LA241
<b>Date &amp; Time:</b>	May 17, 2023, 17:00 Local	<b>Registration:</b>	N191CK
<b>Aircraft:</b>	BURRIL BENJAMIN D BDB001	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Unknown or undetermined	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that about 30 minutes into the flight, at 3,400 ft mean sea level, the electric fuel pump light extinguished, meaning that the selected pump was not operating. The engine subsequently lost all power. He reversed course, changed to the other fuel pump, and the engine restarted. About 6-7 minutes later, the fuel pump light extinguished again, followed by another total loss of engine power. He maneuvered to a nearby field for a forced landing; however, the main landing gear struck a tree and the airplane spun to the ground. The wreckage came to rest inverted in a wooded area and there was no fire. The pilot, who built the airplane, sustained serious injuries and the airframe was substantially damaged. A Federal Aviation Administration inspector conducted a cursory examination of the airplane at the accident site but was unable to examine the engine.

The wreckage was recovered to the pilot's personal hangar. The NTSB investigator-in-charge (IIC) interviewed the pilot after the accident and requested that he preserve the wreckage and advise on a date where an examination of the engine and fuel system could be performed. Despite making several attempts to coordinate a wreckage examination over the course of four months, the pilot eventually responded that he had disposed of most of the wreckage. Since the wreckage was not available to be examined, the reason for the reported loss of engine power could not be determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A reported total loss of engine power and a subsequent forced landing for reasons that could not be determined because the pilot did not make the wreckage available for examination.

## Findings

Not determined	(general) - Unknown/Not determined
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# Factual Information

## History of Flight

Enroute-cruise	Unknown or undetermined (Defining event)
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On May 17, 2023, about 1700 eastern daylight time, an experimental amateur-built BDB001, N191CK, was substantially damaged when it was involved in an accident near Wadesboro, North Carolina. The private pilot had minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he departed from Anson County Airport (AFP), Wadesboro, North Carolina, for Foothills Regional Airport (MRN), Morganton, North Carolina, with 30 gallons of fuel on board. About 30 minutes into the flight, at 3,400 ft mean sea level, the electric fuel pump light extinguished, meaning that the selected pump was not operating. The engine subsequently lost all power. He reversed course, changed to the other fuel pump, and the engine restarted. About 6-7 minutes later, the fuel pump light extinguished again, followed by another total loss of engine power. He maneuvered to a nearby field for a forced landing; however, the main landing gear struck a tree and the airplane spun to the ground. The wreckage came to rest inverted in a wooded area and there was no fire.

A Federal Aviation Administration inspector responded to the accident site and examined the wreckage. Substantial damage was confirmed to the fuselage, empennage, and wings. An examination of the engine could not be performed on scene.

The airplane was equipped with a Chevrolet LS3 376 Corvette engine. The pilot designed the fuel system and built the airplane, which was a ¾-scale P-51 Mustang replica.

During an interview on June 15, 2023, the pilot reported that the wreckage was recovered to his personal hangar. The NTSB investigator-in-charge (IIC) requested access to the wreckage and the pilot's assistance in examining it. The pilot stated that his injuries prevented an examination at the time; however, he would advise when his health improved. The IIC subsequently attempted to correspond with the pilot four times over a four-month period, requesting an update on his recovery and a date for an examination of the wreckage. The pilot did not respond to those inquiries. On October 20, 2023, the pilot responded to an email by stating that the wreckage had been disposed of, except for some fuel system parts he saved in a box. Also, the pilot did not submit NTSB Form 6120.1, Pilot/Operator Aircraft Accident Report, as requested.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	July 10, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 370 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BURRIL BENJAMIN D	<b>Registration:</b>	N191CK
<b>Model/Series:</b>	BDB001	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2017	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	001
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Chevrolet
<b>ELT:</b>		<b>Engine Model/Series:</b>	Ls# 376
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAFP, 299 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	17:10 Local	<b>Direction from Accident Site:</b>	162°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Wadesboro, NC (AFP)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Wadesboro, NC (AFP)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	35.11263,-80.11994(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	Bruce Codwise; FAA/FSDO; Charlotte, NC Robert Reynolds; FAA/FSDO; Charlotte, NC
<b>Original Publish Date:</b>	June 20, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192208">https://data.nts.gov/Docket?ProjectID=192208</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).