

# National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23LA329

## **AIRCRAFT EXAMINATION**

August 2, 2023

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## **A. ACCIDENT**

Location: Green Lake, WI  
Date: July 27, 2023  
Time: 1233 CDT  
Airplane: N5601G, Varga 2150A

## **B. AIRCRAFT EXAMINATION**

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## **C. SUMMARY**

On July 27, 2023, about 1300 central daylight time, a Varga 2150A, N5601G, was substantially damaged when it was involved in an accident near Green Lake, Wisconsin. The pilot and passenger received minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, he was flying the airplane to the annual Experimental Aircraft Association Airventure fly-in at the Wittman Regional Airport (OSH), Oshkosh, Wisconsin, and was proceeding as prescribed in the Notices to Air Missions (NOTAM) pertaining to arrivals at the fly-in. He stated that the airplane's engine lost power and he activated the auxiliary fuel pump which restored engine power briefly. The engine again lost power and the pilot executed a forced landing to a corn field. The airplane nosed over during the landing and incurred substantial damage to the fuselage and wings.

## **D. DETAILS OF THE EXAMINATION**

### **1.0 Accident Site**

This examination was conducted after the airplane had been recovered from the accident site and relocated to a hangar at Myer's Aviation, Oshkosh, WI.

### **2.0 Airframe Examination**

#### **2.1 Fuselage**

At the time of the examination, the fuselage, with wings removed was resting on its main landing gear in a hangar. The nose landing gear was broken off and a

weight attached to the tail to keep the airplane's nose off of the ground. The fuselage was predominately intact with tail surfaces attached. Flight control continuity from the cockpit controls to the flight control surfaces was confirmed except for disconnects made for transport. There was damage to the top of the vertical tail from the nose-over. The horizontal tail and elevator appeared undamaged. The cockpit canopy was broken. No anomalies were detected with respect to the airframe or flight controls.

## **2.2 Empennage**

The empennage was intact and still attached to the fuselage. There was damage to the top of the vertical tail.

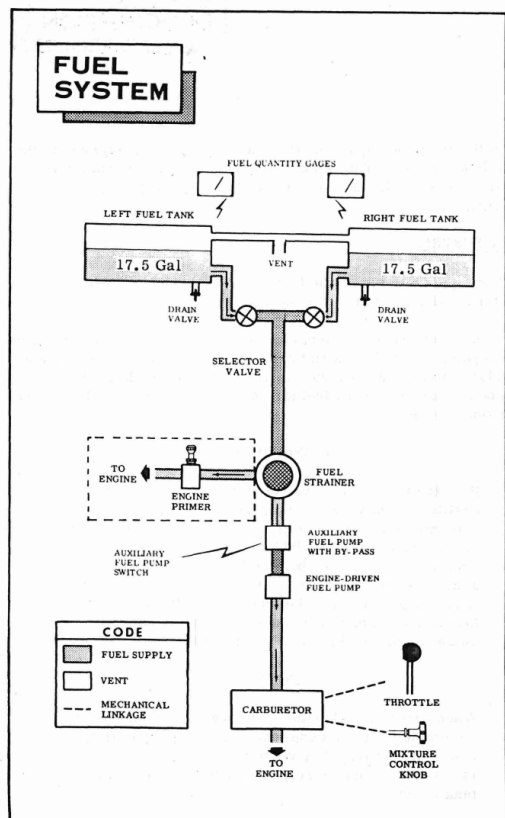
## **2.3 Wings**

The wings had been removed for transport. The leading edges had dents from landing in mature corn field, but otherwise appeared undamaged.

## **2.4 Landing Gear**

The nose landing gear was broken off at the wheel fork. The strut was bent aft and the mounting location at the engine mount was broken. The strut was bent rearward into the firewall, which was also bent.

## 2.5 Fuel/Fuel System



The wings had been removed and had little damage. Since the wings had been removed, the fuel tanks had been disconnected from the remainder of the fuel system. Examination of the wings and wing fuel tanks did not reveal any leaks. Examination of the remainder of the fuel system did not reveal any anomalies. The airplane's battery had been disconnected and the electric fuel pump was not tested.

## 3.0 Engine Examination

The engine was able to be rotated by turning the propeller. The top spark plugs were removed and no deficiencies noted with the plugs except one plug had oil on it from being inverted. The rocker covers were removed. Upon rotation, suction and compression were verified on all cylinders, valve action was verified on all cylinders, and spark was verified from all leads on both magnetos. The carburetor was removed and the fuel bowl removed. The bowl was clean and had no fuel in it. No anomalies were detected with respect to the carburetor. There were no anomalies found with respect to the engine or its systems.

Submitted by:

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