

10xb

Pilots report of event on 6/16/12 for experimental biplane N10XB

I logged onto Duat.com around 7AM with plans for local flight in the afternoon. Reports were for no TFR, clear skies and wind 09 out of 09. Warmest part of day expected at 2PM.

I arrived at airport around 1 PM. Preflight found 4qts oil on dipstick, fuel indicated 10gal sitting on ground, which would have been around 8 gal actual when in level flight. 3.5 to 4 gal added to tank. Fuel shutoff valve turn on and 10cc fuel removed from gascolator.

Aircraft tail was tied down outside hanger, mags off, 4 squirts fuel prime given, then prop pulled thru 8 times. Mags turned to both, throttle cracked, engine started on first pull. Engine RPM were 900, engine sounded rough, throttle advanced to 1300 RPM for 10 seconds then reduced to 1000 RPMs. Engine sounded normal.

I stepped back from the aircraft, changed shoes, put on a sweatshirt, then parachute. Reduced RPMs to 700 and untied the tail. I climbed into cockpit, put on seatbelt and shoulder straps. Put on helmet and connected antenna and push to talk to hand held radio.

Taxied to intersection of taxiways A and E. Checked awos, wind 7 out of 07. CTAF – 1 aircraft turning downwind for 5, one aircraft 11 out. Performed run-up, RPM to 1500, Each mag showed 100 RPM drop, throttle full back, RPM 500, carb heat applied with no change to RPMs(normal for this engine), carb heat off, throttle to 1000 RPMs. I noticed engine temp had not come off 100 degree mark (normally has moved some but not totally uncommon), I do not recall oil pressure.

I announced on CTAF departing runway 5, taxied onto 5 at E, centerline and hold for a moment to refresh sight picture. I pushed throttle forward, saw RPMs pass 2550, looked up to hold centerline, glanced down saw 40MPH indicated, released back pressure on stick, glanced down again saw 60 MPH indicated and gave slight pull on stick. Was climbing and looked left as I passed terminal then intersection of runways 5/23 and 17/35. Looked at panel, 100MPH indicated with 2400 RPMs. I push on throttle, it moved forward so I assumed I had relaxed pressure on take-off. I looked out while leveling off to allow RPMs and airspeed to increase. I looked out. I felt no change in aircraft performance and was now 3/4 down runway, 100+’ AGL estimated by sight. Looked in, airspeed 100 indicated, 2400 RMPs. I decided to turn back and make a precautionary landing. Now over the numbers 23, I began a left bank. Looked out. Felt as if I was losing altitude, looked in – 2200RPMs, looked out, had turned 60-70 degrees (over camper sales yard), continued turn, looked in, 2100 RPMs, looked over nose and prop stopped in 1 o’clock position. Pushed forward on stick, while pushing push to talk, announced dead stick. Pushed towards top of trees at edge of airport property. Cleared trees and pulled. I impacted the ground (speed unknown) and ended up inverted. I then pulled fuel shut-off to off and turned mags to off. I was now hanging by seatbelt; my helmet was against the ground. I called on CTAF for assistance. Someone responded that I had been heard and help was the way. Time unknown, but help arrived quickly.

Responders lifted tail. I released seat buckle and fell less than 1 ft to ground and crawled out. Aircraft had come to rest approximately 50 North taxiway C, 250' from intersection of taxiways A and C.

N10xb was built by Richard Lane, construction started in the early 1990s and was completed and test flown by the builder in 2008. Mr. Lane told me that this was the 6th Baby Lakes he had built. Last condition inspection was 6/27/2011 and I purchased aircraft on 6/27/2011. The engine was a Continental A-80. Last known overhaul was in 1980, and then placed in another baby lakes for approximately 50hrs. Mr. Lane told me engine was stored from the late 80's till placed in N10XB in 2007 and that it had run flawlessly during the test period. I have flown around 40 additional hrs.