



MEMORANDUM OF RECORD

Date: April 20, 2016

Investigator: Daniel Boggs

NTSB #: ERA16LA156

On April 20, 2016, I met up with Cory Best, FAA Orlando FSDO to examine an experimental amateur-built Atkinson Eaglet motorglider, N5AQ at the Deland Airport. The pilot/owner met me at the gate. He told me that he did not have any paperwork or logbooks to show me as he thought the motorglider was an ultra-light and he did not need paperwork or logbooks. Mr. Best stated he would get back with him on the issue.

The motorglider had the wings removed and was sitting in a hangar. I noticed the engine was missing from the motorglider and when I asked the pilot, he stated the removed the engine and ignition system and took them home the night before. I was not able to examine the engine or ignition system.

The motorglider's wing leading edges were cracked from tree limb contact. The left elevator was fractured off the hinges and the right elevator was crushed by contact with the tree limbs. The canopy was fractured in many pieces and missing from the motorglider.

The pilot told me that he installed a DLE 170cc 17hp model engine with model engine ignition system harness on the motorglider. He did not have any paperwork to show this install nor did he have the engine present for examination.

The pilot also stated that he encountered turbulence on departure and believes that the ignition harness became unplugged. I asked why he believed that, and he stated he found the battery and harness disconnected after the accident. He stated during the turbulence, the engine immediately quit like it lost electric power.