

N139AJ

Pilot: Rafeal Collado

9/23/16: rcvd via voice notification from Ops Center and Daily Report of GA Accident:

"NORFOLK, VA (PVG): N139AJ, L39, REPORTED A FLAP PROBLEM, LANDED WITH TOO MUCH SPEED AND WENT OFF THE END OF THE RUNWAY INTO A MARSH AREA. POB: 1, INJURIES: NONE, DAMAGE: SUBSTANTIAL. 9/23 1650Z" RNP assigned IIC and dispatched to scene. Draft 8020-23 entered in ATQA; AEA2116028 (admin)

On way to scene, I was advised that the owner was moving aircraft from resting place. Advised Mr. Rafeal Collado to leave aircraft in place until I arrived. Arrived on scene at 1830. Examined aircraft and found that main wing spar was bent due to impact with tree stump in swamp, and fuselage cracked (1.5" gap) on left side at aft end of canopy from rail down under to the bottom of other side. Right side of fuselage was crumpled in the same area opposite location of crack. After photographing aircraft from all angles possible in swamp, gave authorization to remove aircraft. Photographed swamp entry area, grassy area, and runway. Sketched rubber markings on runway. Interviewed Mr. Collado. I also explained to him that aircraft can be severely damaged during cran removal making determination of crash damage difficult to assess. Made statement that he was on short final when the flaps retracted from the full down position to full up position. He increased speed from 90 to 115 kias to arrest descent rate and landed. Applied normal braking and aircraft would not slow down. Applied emergency braking and started to drift left, could not steer, then reverted to normal braking. He estimated that the aircraft speed was 80 kias at midfield and 70 kias when the aircraft departed the runway. He provided a written and signed statement. Took photos of aircraft registration, airworthiness certificate, airworthiness conditions, and weight & balance data. Aircraft was moved from swamp to hangar ramp. It was not moved into hangar due to hazmat leakage concerns. Called Comm Center to report status, was put in contact with Millicent with NTSB and briefed her on situation. RNP

09/26/2016: Discussed with FLM and MGR aircraft situation. They determined that since it is an experimental airworthiness certificate, that the owner could have maintenance personnel examine the aircraft and make determination of problem with it. Contacted Mr. Collado and advised him that the aircraft was released to him and his maintenance personnel. He will send the aircraft logbooks to the FSDO when he receives them from the maintenance company. He also provided additional information for the accident report. RNP

09/28/2016: Further discussion with Mr. Collado, he told me that his instructor for the aircraft reminded him that they had covered the uncommanded flap retraction in his training. The instructor told him that he had responded to the problem with the proper procedures, but not quickly enough. Based upon this observation by the flight instructor, I will recommend Remedial Training for Mr. Collado. RNP



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

January 12, 2017

Subject: ERA16LA322
Who: Randy Clark – FAA Inspector

Inspector Clark was present during the airframe examination. During the examination, he noted the following:

I inspected flaps, flap linkage, normal and emergency controls. Applied battery power and confirmed the Flap indicator lights were working utilizing PRESS TO TEST. The FLAPS UP indicator was also illuminated with power applied matching current flap position. There were no disconnects or abnormalities in the flap mechanical actuation system other than the damage caused by impact. Flap actuator was intact and no evidence of hydraulic leakage was noted. The emergency flap handle located to the right of the seat was easily manipulated forward and aft. Up and down limit switches located in left wheel well displayed no signs of damage or malfunction. Everything appeared normal with the system but we were unable to actuate the flaps through full travel due to extensive fuselage and wing damage and lack of hydraulic pressure.