



Airframe and Engine Examination Report

NTSB ACCIDENT NUMBER: **ERA21FA318**

AIRCRAFT REGISTRATION: N112JH

AIRCRAFT TYPE: Pitts Model 12

ACCIDENT LOCATION: Ocklawaha, Florida

Investigative Team:

NTSB Investigator-in-Charge (IIC): Millicent Hill, Aviation Accident Investigator

NTSB Investigator-in-Charge (IIC): Dan Boggs, Aviation Accident Investigator

HISTORY OF FLIGHT

On August 9, 2021, about 1334 eastern daylight time, a Pitts Model 12, N112JH, was substantially damaged when it was involved in an accident near Ocklawaha, Florida. The pilot and passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

ON SCENE EXAMINATION

On August 9, 2021, about 1300 EST, a Pitts Model 12, N112JH crashed into Lake Weir, in Ocala, Florida. A witness videoed the accident on her phone, she said they were performing loops and rolls and she wanted to video the airshow. The video shows the airplane in an inverted flat spin, one of the individuals jumped out of the airplane at a low altitude and both the airplane and pilot contact the water.

AIRFRAME EXAMINATION

Examination of N112JH was completed on August 11, 2021, at Florida Air Recovery, Jacksonville, FL. The airplane was brought into the hangar facility without the wings attached. The wood and fabric wings were destroyed when it contacted the water, a few fragmented pieces of the wings were attached by cables. The main landing gear remained attached to the fuselage but was fractured at the main spar connecting points. The fuselage remained intact and was impact damaged. The rudder and elevator was still attached to the fuselage. The left elevators was jammed down 90°. Flight control continuity was established to the rudder and elevator up to the control stick. Elevator continuity was established through the fuselage however the wings were missing and could not be verified. The rear instrument panel remained attached by wires, but the mounts were fractured. The panel was damaged by impact forces. The key was found in the "both" position. Several the switches were fractured off the panel. Throttle was full forward, prop control was mid-range. ELT was in the off position. The tail wheel remained attached. The header fuel tank was intact but damaged.

Approximately 6 foot of the upper wing was attached by cables and impact damaged, the aileron remain attached to the wing but the control rod was fractured. Other wing pieces were found floating and a large debris field was picked up and put into bags.

ENGINE EXAMINATION

The engine was impact damaged and hanging on the airframe by cables, and wires. The motor mounts were all fractured during impact. All the leading spark plugs in the radial engine were fractured off, down to the 5/8 head, all the front spark plugs were removed and showed normal wear signatures. Several push rods were fractured off due to impact damage. The rear accessory case was impact damage, and several components were fractured from impact forces. The propeller remained attached to the engine, however all three blades were fractured off at the hub. The engine was rotated by hand at the propeller flange. The engine rotated smoothly, and continuity was established through the engine.