

NTSB Investigation No: ERA22FA320

Date: 7/18/22

Accident Location: Basehor, Kansas

Facts Noted During Airframe Remains Examination

Definition of Terminology for the kit built Nieuport 28 Biplane: Struts that support the center of the wing, and set wing incidence, are cabane struts. Cabane struts work together with the outer interplane struts near the wing tips to support the entire upper and lower wing installations. The outer interplane struts are then bolted at each end to a compression strut, thus keeping the spars parallel to one another. Tension on the wires keep wings, struts, and cabane's "in rig" while flying.

1. All four cabane's were securely and correctly attached to the upper wing compression struts, and thru the fuselage to attachment points.
2. All four outer interplane struts were securely and correctly attached to the upper wing compression struts.
3. Three of the four outer interplane struts were securely and correctly attached to the lower wing compressions struts.
4. The left rear outer interplane strut was NOT securely and correctly attached to the left lower wing compression strut. The bolt and nut were present and through the outer interplane strut, but just sitting on top of the lower wing compression strut.
5. The left lower wing compression strut was not damaged, and the through hole for the outer interplane strut connection was clear and without distortion.
6. Once wires/cables were tightened, the left upper and lower wings were improperly rigged for flight, and would be considered "out of rig".
7. Improperly rigged or "out of rig" wing assembly changed the flight characteristics of the aircraft.
8. The upper and lower wing spars were not bent, but were melted at the center of the aircraft where the hottest of the fire was located.

Witnessed by Robert Baslee, Aerodrome Airplanes [REDACTED], and Jeffery Givens, aircraft builder/owner [REDACTED].