

# National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA22FA320

## **WRECKAGE EXAMINATION SUMMARY**

July 18, 2022

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## **A. ACCIDENT**

Location: Basehor, KS  
Date: July 18, 2022  
Time: 1000 EDT  
<Enter HHMM coordinated universal time (UTC)>  
Airplane: Knight Nieuport 28

## **B. WRECKAGE EXAMINATION SUMMARY**

|              |                                                                           |
|--------------|---------------------------------------------------------------------------|
| IIC          | Daniel Boggs<br>National Transportation Safety Board<br>Daytona Beach, FL |
| Party Member | Troy Helgeson<br>Lycoming Engines                                         |

## **C. SUMMARY**

On July 18, 2022, at 1000 central daylight time, an experimental, amateur-built AA Nieuport 28, N6170, was destroyed when it was involved in an accident near Basehor, Kansas. The pilot was fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to a witness, he stated that the pilot built the kit biplane in 2016 and equipped it with a Volkswagen engine. He stated that since 2016, the pilot had only operated the airplane about 30 hours. During that time, there were several problems with the engine running correctly and oil leaks. In 2020, the pilot experienced a hard landing and fractured the main landing gear. During the following 2 years, the pilot repaired the airplane, which included removing and reassembly the wing struts, and installed a Lycoming O-320 engine on the airframe. The work was completed in April 2022. Several slow speed taxies were performed over the next few weeks and on the day of the accident, the pilot intended to fly the airplane for the first time. The witness met the pilot at 0900 and helped him with the preflight inspection and pull the airplane out of the hangar.

The witness added that there were no issues with the preflight inspection and the 12-gallon capacity fuel tank was full. The pilot stated he was going to climb straight out to about 500 ft above ground level (agl) and then turn left and stay

close to the runway while he checked the airplane. The pilot started the engine warmed it up for about 10 minutes. He then gave the witness a "thumbs up" and applied full throttle for takeoff on runway 18. During the takeoff roll, the airplane veered to the left and the witness thought the pilot was going to hit a large round hay bale next to runway. The airplane lifted off the ground and cleared the hay bale by 6 ft. The pilot flew back towards the runway centerline to keep runway heading but was going "very slow." After the airplane cleared the treetops, the pilot started to make a slow left turn about 200 ft agl. The witness observed the tail drop down and the left wing roll hard over. The airplane then spun to the ground.

## **D. DETAILS OF THE INVESTIGATION**

### **1.0 Accident Site**

The accident site was located in a field about 1600 feet east of the runway 18. The airplane impacted in a nose down attitude. The wooden propeller blades were splintered into numerous pieces at the impact point. The airplane cartwheeled and landed on the main landing gear. The main landing gear fractured off and the airplane slid about 60 feet. The airplane ended up on a 15 degree magnetic heading.

### **2.0 Airframe Examination**

#### **3.0**

The airplane was completely consumed by fire.

### **4.0 Engine Examination**

#### **5.0**

The engine was fractured off at the motor mounts and located under the left wing. Fly wheel fractured. Thumb compression all cylinders. Borescope inspected no anomalies noted. Accessory case partially deformed by fire.

Engine drive train continuity confirmed. Oil filter separated from engine and partially deformed by fire. Carburetor control cables continuity confirmed. Carburetor separated from engine, Discolored, and deformed by fire.

Submitted by:

Daniel Boggs  
Air Safety Investigator