

Record of Conversation

Tuesday, November 27, 2012
11:00 AM

Interview:	Steve Schliebe
Phone:	██████████
Location:	On-scene

Narrative:

The following is a summary of conversation with Mr Steve Schliebe who saw the accident airplane takeoff and knew one of the pilots. Mr Schliebe is a machinist by trade, and a private pilot with 252 flight hours.

Mr Schleibe said that he was at the Lebanon Airport flying his Piper Colt. He was in his pickup truck in front of his hangar (hangar 11) when he noticed the RV-6 taxiing. He's building an RV-6, so he stopped to watch this particular RV-6. The time was 1531. The airplane taxied to runway 34. He watched the airplane accelerate down the runway at a fast taxi speed, the tail came up and then set back down. The engine noise sounded louder than the typical airplane and didn't sound like it was running smoothly. The airplane taxied back to the approach end of runway 34. The airplane then opened the throttle slowly all the way to full throttle, got airborne and entered a shallow (almost level) climb, then turned 10 degrees left (~30° angle of bank) per normal noise abatement airport procedures. The airplane continued away from the airport, at a low altitude, and he lost sight of the airplane.

Mr Schliebe said that Tebo (Jeff Kropf) had been flying his Cardinal and had just landed it when he got into the RV-6. Mr Jeff Kropf was assistant manager at the Lebanon Airport, Mr Larry Knox runs an FBO at the airport and knows more about what Mr Kropf had been doing before he got into the RV-6.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Tuesday, November 27, 2012
3:00 PM

Interview:	Ernie Kropf
Phone:	██████████
Location:	On-scene

Narrative:

The following is a summary of conversation with Mr Ernie Kropf, brother of Jeff Kropf who was a pilot in the accident airplane.

Mr Kropf did not recall his brother talking about flying in this RV-6, however, he flew a lot and flew a lot of airplanes at the airport. Mr Larry Knox would know more about Mr Kropf's activities. However, he was aware of some digital video cameras that his brother used to video flights. He believed that the video cameras were placed on temporary mounts on the landing gear struts or on the wings. The video cameras used SD cards to store the video.

He thought that his brother had worked in the summer in Sweethome working with a fire watch service.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Thursday, November 29, 2012
2:30 PM

Interview:	Larry Knox
Phone:	[REDACTED]
Location:	Lebanon State Airport, OR

Narrative:

The following is a summary of conversation with Mr Larry Knox who in the proprietor of Lebonair, the FBO at Lebanon State Airport. He is a private pilot with about 1,100 flight hours.

Mr Knox said that Jeff Kropf, who went by the name Tebo, was the front desk manager at Lebonair and they had plans on turning over the business to him. He had worked there for the last 2 years and he recently received his commercial pilot certificate. They were planning on having him work on his instrument rating and becoming a CFI by next spring. Mr Knox had the highest regard for Tebo referring to him as a smooth, meticulous pilot.

About a year ago the accident RV-6 (N424D) flew into the Lebanon Airport and Mr Kropf helped the pilot fix his GPS. Periodically N424D would come to Lebonair to get gas, and Tebo became acquainted with the pilot, Mr Tim Carter.

About 2 months ago Mr Kropf received instruction in another RV-6. During that instruction he performed 2 rolls.

They had just purchased a set of remote cameras to video record flights. Mr Kropf would use video cameras often. Earlier on the morning of November 26, Mr Kropf had flown the Cardinal, and had taken an aerial survey video. Mr Carter arrived in his RV-6 and some how it was made known that Mr Kropf was going to go flying with Mr Carter and show him how to do rolls. Mr Carter had never done rolls. Additionally, Mr Kropf was going to video it using the new video camera. Mr Knox speculates that the video camera was somehow mounted to the RV-6's foot step. The video camera is controlled remotely by a wireless hand controller. Mr Knox, while doing other activities, noted that the first takeoff roll was aborted and the airplane taxied back and someone got out to make an adjustment to the camera mount. The camera normally mounts on a ball fixture, but he knows that they did not install the ball fixture to the airplane, and doesn't know exactly how this camera was installed or positioned on the airplane, but it is likely that the camera was mounted to the airplanes foot step.

Mr Knox also noted that Mr Kropf was not particularly mechanically minded, and did not express much concern in flying experimental or otherwise unknown airplanes.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Friday, November 30, 2012
10:30 AM

Interview:	Gary Brown
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr. Gary Brown, who performed a pre-buy inspection of N424D on February 27, 2012. Mr Brown is an ATP with 30,000 hours, A&P with IA, a DAR, and CFI.

At the time of the pre-buy inspection the airplane had 575.4 hours on the Hobbs meter. It was for sale for about \$47,000.00. The airplane was not a true RV-6, it was a Chard prototype. It had a bad engine and propeller combination which caused abnormal vibration at certain rpm's. These vibrations resulted in firewall cracks where the engine mounted (small cracks in the firewall, but could be seen visually), cracks in the windscreen and canopy. There were 3-4 windscreen cracks that were stop drilled (more than 3 inches long), and 4-6 cracks in the canopy that were stop drilled. The wood propeller had varnish crystallization and deterioration. Mr Brown thought that the airplane structure was ok. The engine had rust on the cylinders.

The last annual conditional inspection was performed in Nov 2011. The next previous inspection was done in Dec 2002. The airplane had been flown without an annual inspection between 2002-2006. After 2006 the airplane was kept in a unheated hangar.

The seller of the airplane was the father of the previous owner (McDaniel). The son, who had become very ill, had been a Navy fighter pilot, and Mr Brown speculates that the airplane had been 'yanked and banked' and otherwise exposed to high g-loads for most of its flying time.

In May 2012 Mr Carter contacted Mr Brown about RV-6 transition training. Mr Brown said that he refused to fly in N424D, but he would give Mr Carter training in his RV-7. From June 4-6, 2012, Mr Brown flew with Mr Carter, and found him a good student and pilot. Mr Carter asked him to instruct him in aerobatics. Mr Brown said he refused because he is not an aerobatic pilot, but he should find an aerobatic instructor if he wants to do aerobatics, however, he did discuss some aerobatic maneuvers with Mr Carter while they were on the ground.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Monday, December 03, 2012
3:54 PM

Interview:	Norman Hedlund
Phone:	██████████
Location:	Phone Conversation

Narrative:

The following is a summary of conversation with Mr Norman Hedlund who witnessed the wing of the airplane come off. Mr Hedlund is a private pilot with about 300 flight hours, however, he is no longer an active pilot.

Mr Hedlund stated that he was working on a driveway near Balm Drive and Brewster, about 300 yards west on Balm. The airplane came cruising by over his head at 1,000 feet in what he described as steady level flight heading east. Engine noise was steady and smooth. The airplane then turned left into a 45° angle of bank towards the north. While the airplane was in the turn the wing folded up over the canopy and back, departing the airplane. The airplane then cartwheeled, making about two rotations before hitting the ground. He heard a mild 'ba-bang' shortly after the wing folded, and another bang when the airplane hit the ground. He kept his focus on the airplane and did not watch where the wing went. He believes that the pilot cut the engine because he heard no engine noise after the wing separated.

He called 911 and climbed the fence and into the field where the airplane crashed. He found no survivors.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Monday, March 18, 2013
3:37 PM

Interview:	Russ McCutcheon
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr Russ McCutcheon who operates McCutcheon Metal Fabrication Aviation. He worked for the McDaniels from 1991-2001, and knows some history of N424D.

David McDaniel was interested in an airplane to own and use. Lee McDaniel (Davids father) knew of the airplane Art Chard had been working on but had not finished. The McDaniels bought the airplane from Art Chard who had built the entire airframe (wings, fuselage, tail) and installed the engine. The McDaniels put in the instrument panel and installed the plumbing. David McDaniel flew it for over 500 hours before selling. David developed early on-set Alzheimer's disease, and Lee did not desire to keep the airplane. Lee conducted a condition inspection, and since he had not been flying for a long time he asked Mr McCutcheon to fly it. Mr McCutcheon flew it around the pattern for a few circuits and returned it to Mr McDaniel. The main purpose of the flight was to show that the airplane had been flown recently in preparation to sell, and that is when he put his entry in the airplane's maintenance logbook (9.12.2011).

Mr McCutcheon stated that the airplane had never been certified for aerobatics. As far as he knows, the airplane had never been put through any aerobatic maneuvers. Mr David McDaniel flew it mostly on cross country flights between his home and Texas, and he was not an aerobatic pilot. He knows that Mr Lee McDaniel told the purchaser (Tim Carter) that the airplane was not certified for aerobatics, and Mr Carter replied that he had no intension on performing aerobatics.

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