



NATIONAL TRANSPORTATION SAFETY BOARD

**Office of Aviation Safety
Western Pacific Region**

SITE and ON-SCENE INFORMATION (Rev B)

**NTSB Accident: WPR16LA110
Accident Date: May 13, 2016**

This document contains 19 embedded images

A. ACCIDENT

Location: Mohave, California
Date: May 13, 2016
Aircraft: Experimental, twin-turbine powered Quickie, N68TQ, Serial # 0001
NTSB IIC: Michael Huhn

B. SUMMARY

On May 13, 2016, about 1530 Pacific daylight time, an experimental amateur-built Quickie, N68TQ, was destroyed when it impacted a structure and terrain following a loss of engine power at Mohave Air and Space Port (MHV), Mojave, California. The pilot received minor injuries. The test flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed.

The pilot reported that after the power loss in the left engine, he had limited control of the airplane due to the asymmetric thrust, and was unable to put the airplane on the runway or in a clear area. The airplane struck a wooden office trailer that was situated in an array of parked, stored airliners, and broke apart during that and subsequent terrain impact. No FAA or NTSB personnel responded to the scene on the accident day, and the wreckage was collected and transported to the pilot's hangar at MHV for subsequent examination. An FAA inspector examined the wreckage a few days later.

C. SITE LOCATION INFORMATION

MHV was situated at an altitude of about 2,800 feet msl. It was equipped with three runways as follows:

Runway	Length (ft)	Width (ft)
4/22	4,746	60
8/26	7,049	100
12/30	12,503	200

At the time of the accident, the pilot had begun a go-around from an approach to runway 12. Numerous stored/unused airliners were parked east of runway 12, between the centerlines or extended centerlines of runways 4 and 8.

The pilot provided the following depiction of his accident ground track on a Google Earth aerial image. (Note that the airliners depicted may not accurately reflect the actual status/arrangement at the time of the accident).



Figure 1 - Ground Track of Accident Airplane

D. ON SCENE PHOTOGRAPHS

Both MHV Operations personnel and persons associated with the test flight took several photographs of the wreckage prior to its collection and transport to the hangar.



Figure 2 – Trailer and Wreckage (view southwest)



Figure 3 - Trailer Close-Up (view southwest)



Figure 4 - Trailer and Wreckage (view south)



Figure 5 - Fuselage and Wing



Figure 6 - Fuselage

E. FAA EXAMINATION PHOTOGRAPHS

An FAA inspector examined the wreckage in the pilot's hangar at MHV on May 17, 2016. All components were accounted for. The inspector observed leaked fuel below the fuselage section where the fuel tank was mounted. He was unable to determine the remaining fuel quantity or whether the tank was breached. Neither engine displayed any evidence of an uncontained failure, or other evidence of any pre-impact mechanical failures.



Figure 7 - Collected Wreckage



Figure 8 - Left Canard, Fuselage, and Liberated Engine



Figure 9 - Collected Wreckage



Figure 10 - Fuselage and Wing



Figure 11 - Wreckage, Right Canard, and Fuselage



Figure 12 - Forward Fuselage



Figure 13 - Mid-Fuselage and Cockpit



Figure 14 - Vertical Stabilizer, Right Canard, and Fuselage



Figure 15 - Wing



Figure 16 - Cockpit

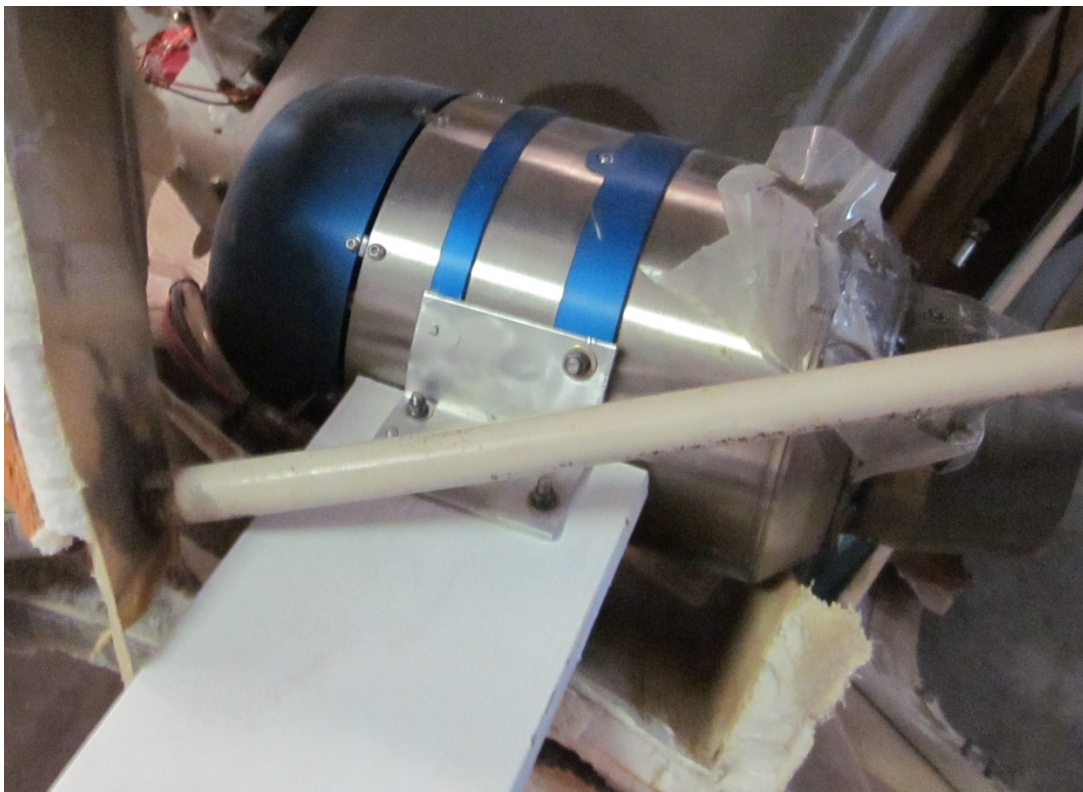


Figure 17 - Engine and Attach Strut



Figure 18 - Engine and Attach Strut

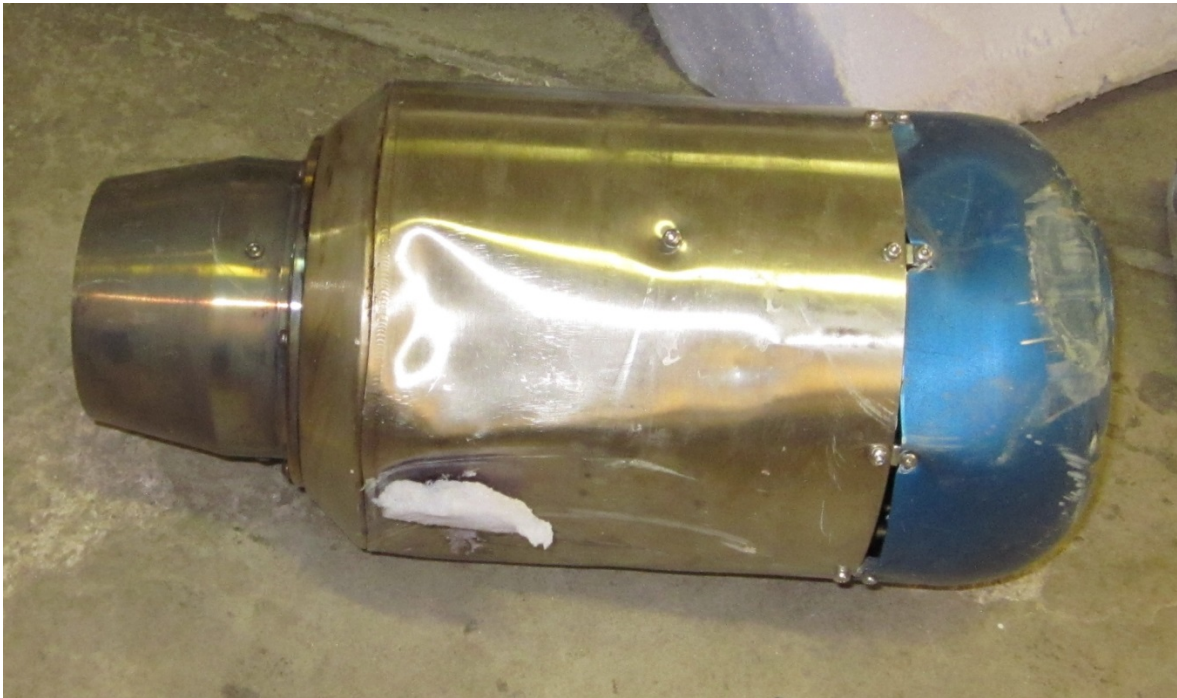


Figure 19 - Liberated Engine