



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

MAINTENANCE INFORMATION

WPR17FA146

Accident Date: July 8, 2017

This document contains 12 embedded images

A. ACCIDENT

Location: Pt Mugu, CA
Date: July 8, 2017
Aircraft: Quicksilver Sport MX II, N2812, Serial # 1763
NTSB IIC: Michael Huhn

B. EXAMINATION PARTICIPANTS:

Michael Huhn
NTSB
Western Pacific Region

Ray Martin
FAA Airworthiness Inspector
Van Nuys, CA

C. SUMMARY

The aircraft ditched into the Pacific Ocean just offshore of Pt. Mugu about 1647 local time. Although it sank shortly thereafter, post accident photos of the aircraft depicted a highly intact aircraft. Sometime overnight, the aircraft washed ashore onto the rocky coast; the airplane and engine sustained severe damage due to the wave action, rocks, sand, and salt water. The aircraft was removed from the shore the morning of July 9, transported to the SKFC hangar, and rinsed with fresh water. Detailed examination of the engine, as well as some airframe components, was conducted by the NTSB at the hangar on July 10, 2017. No evidence of preimpact mechanical malfunction was noted during the examination, but it was determined that the ocean immersion and wave action obscured or destroyed a significant amount of evidence.

D. AIRFRAME INFORMATION

The maintenance records contained the following airframe inspection entries:

Annual/Condition 2/26/16 Hobbs 2897.2

Annual/Condition 6/19/16 Hobbs 2996.9 [Hobbs or date discrepant with Engine Log entry]

Annual/Condition 1/28/17 Hobbs 3111.2

The airframe records did not contain any other relevant maintenance entries subsequent to the installation of the accident engine (in addition to those noted elsewhere in this report):

YEAR: 2016	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE 6/19	2996.9	223.7		I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED ON 19 JUNE 2016 IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR 43, APPENDIX D, OR THE MANUFACTURER'S RECOMMENDED INSPECTION PROCEDURES, AND WAS FOUND TO BE IN A CONDITION FOR SAFE OPERATION. [Signature] IA [Redacted]

Figure 1 – 2016 Annual Condition Inspection

YEAR: 2017	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE 1/28	Hobbs 3111.2	Tach 0349		Checked compressor both cylinders 130 lbs changed spark plugs, gapped 1017" tested ELT OK, patched wing holes, changed main tires and wheel bearings Retorqued Prop both 120 in/lbs 1/4", 175 5/16" [Signature]

Figure 2 - January 2017 Airframe Entry

Engine Record General Information

Manufacturer ROTAX Model UL582DCDI 99

Serial 5589602/4655502 min case # 1 Type Certificate ✓

This engine is currently installed in aircraft KN772 N2812

Minimum Octane Fuel 89 Oil Grade: Summer AMSOIL Winter INTERCEPTOR

Magneto Time 076BDC Point Setting ✓ Firing Order 40/1 RATIO

Spark Plug Gap 0.018

Manufacturer recommended overhaul at 300 - 450 hours

↓ ↓
 5 GPH 4 GPH

Figure 4 - Engine Log Inside Cover Page

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
2013 5-9-13				ZERO SMOKE SAME CAUTION APPROXAS STATED IN LOG BOOK DISASSEMBLED ENGINE FOR OVERHAUL. CASE CRACKED, REPLACED WITH GOOD MOD 99 BLUE HEAD CASE. CRANKSHAFT DESTROYED. REPLACED WITH "O" TIME CRANK SHAFT SINCE OVERHAUL. DOUBLE SLOTTED RODS INSTALLED. NEW FAG BRAND OEM MAIN BEARINGS USED. ROTAX OEM PISTON & RING KIT INSTALLED. .020 OVERSIZED BORED CYLINDERS .020 OVERSIZE. REPLACED DEFECTIVE THERMOSTAT. RV SHAFT REBUILT. NEW SPARK PLUGS CAPS & RUBBER BOOTS REPLACED. NEW CAB BOOTS. STAINLESS STEEL. PAINTED ENGINE. SURFACED OVER

Figure 5 - 2013 Engine Overhaul Entry (1 of 2)

YEAR: 2013 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
5-9	0 SMO H			HEAD & CYLINDER CARBS GONE THROUGH - ONE CARB HAD A 15 KA NEEDEL. REPLACED WITH 1162 - NEW RV OIL BOTTLE INSTALLED - ALL SEALS & CASSETS REPLACED - IGNITION INSPECTED & SERVED - ENGINE PUT ON TEST STAND & Ran 1 Hun. - OK FOR RETURN TO SERVICE ASP [REDACTED]
5-9	TIME UNKNOWN			REPLACED PINION GEAR BEARINGS - CAGE WAS BROKE & ROLLER BEARINGS MISSING - ASP [REDACTED]

Figure 6 - 2013 Engine Overhaul Entry (2 of 2)

YEAR: 15 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
6-23	200 SMO H			Disassembled Ten Major O/H. CRANK SHAFT REBUILT WITH NEW FAG OSM BRAND MAIN BEARINGS, WSM RODS CUT TO FIT DOUBLE SLOTTED; NEW MAIN PIN BEARINGS & CRANK PIN BEARINGS, NEW CENTER SEALS - TRIED TO LESS THAN .0015 EVERYWHERE - NEW ELCO OME PISTONS .002 & CRANK TAPERED CARBS INSPECTED - RV SHAFT / REBUILT CARBS SINISTERED. PULLEY BEAD BLASTED & PAINTED HEAD & CYLINDER SURFACES - SHOCK PINS CARBS REPLACED & RUBBER BOOTS. NEW VAPOR LINES INSTALLED - OK FOR RETURN TO SERVICE

Figure 7 - 2015 Engine Overhaul Entry

YEAR: 15 DATE	RECORDING TACH TIME Hubbs	TODAY'S FLIGHT SINCE M/O/H	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
8/23	0417	283	A.0	
8/23	0.0	0434.4	0.0	ENGINE INSTALLED w/ 0 hours since M/O/H.
	2756.7	0.0	0.0	I HAVE INSPECTED THIS ENGINE INSTALLATION IN CONTINUATION w/ A 100 HOUR AIRFRAME INSPECTION. NO DEFECTS OR DISCREPANCIES NOTED.
				IA # [REDACTED]

Figure 8 - 2015 Engine Annual Condition Inspection

YEAR: 2015 DATE	RECORDING TACH TIME Hubbs	TODAY'S FLIGHT Tech	TOTAL TIME IN SERVICE Engine	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
11-15	2836.2			Replaced Spark plugs gap .017
2016				
2/19	2894.2	136	136	Replaced Spark plugs gap .017 Checked compression 135# in cylinder Replaced muffler & elbow (58) header OK Retorqued Prop bolts $\frac{5}{16}$ = 175 in/lb (20 lb)
2016				
2/26	2897.0	137	137	I CERTIFY THIS ENGINE WAS INSPECTED IN CONTINUATION w/ A 100 HOUR AIRFRAME INSPECTION AND NO DISCREPANCIES OR DEFECTS WERE FOUND. - IA # [REDACTED]

Figure 9 - 2015 and 2016 Entries

YEAR: 2016 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
6/17	2998.9	237		Replaced Tail, Brackets, spark plugs EGT Repaired CHT Replaced new Air filter new carb boots checked compression PTO 135 MAH/40 torque prop bolts.
6/18	2998.9	237		I certify this ENGINE WAS INSPECTED IN CONJUNCTION WITH A 100 hour AIRFRAME INSPECTION AND NO defects OR DISCREPANCIES WERE FOUND. [Signature] IA- [Redacted]

Figure 10 - 2016 Annual Condition Inspection

YEAR: 2017 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
1/17	3111.2	0349		Replaced Spark Plugs suppl. 017" checked compression 130 lbs PSI both cyl. Retorque prop bolts 120, 140 lbs 1/4", 175, 5/16
1/17	3111.2	0349		I CERTIFY THIS ENGINE WAS INSPECTED IN CONJUNCTION WITH A 100 hour AIRFRAME INSPECTION AND NO DEFECTS OR DISCREPANCIES WERE FOUND. [Signature] [Redacted] ABP 7- [Redacted]

Figure 11 - 2017 Annual Condition Inspection

