



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

Western Pacific Region

April 13, 2017

Field Notes

WPR17LA087

A. ACCIDENT

Location: Spanaway, WA

Date: 04/13/2017

Aircraft: Titan Tornado I, Registration Number: N5131H, Serial #: T9XXXCPJLO177

B. EXAMINATION PARTICIPANTS

Jackie Vanover
Air Safety Investigator
National Transportation Safety Board
Federal Way, WA 98003

C. SUMMARY

On April 13, 2017, about 0945 pacific daylight time, a Titan Tornado I, N5131H, impacted terrain near Spanaway, Washington. The commercial pilot and sole occupant was seriously injured. The airplane was substantially damaged during the impact. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed and no flight plan was filed for the flight. The flight departed Spanaway Airport, Spanaway, Washington about 0945 with an unknown destination.

Witnesses

1. Sabrina Morales Filberto
2. Duane R. Conway
3. Donald C. Fausnaught
4. Eric D. Paez

DETAILS OF THE INVESTIGATION

Accident Site Examination

Main Wreckage: N41.082866, W-122.429901– Elevation: 385 feet

Accident site was about 436 feet on a heading 102 degrees from the departure runway



Figure 1: Main Wreckage location and distance from Spanaway Airport (S44)

Examination of the accident site revealed that the airplane impacted generally flat terrain. The airplane was oriented on a magnetic bearing of about 270 degrees. The cockpit, engine, both wings, and empennage remained attached to the fuselage. The parachute was found deployed. The cockpit and cabin structure forward of the fuel tank was destroyed. The fuel cap remained attached to the fuel cell. The numbers on the outside of the fuel cell indicated that there was about 7.5-9.0 gallons of fuel on board.



Figure 2: View of Cockpit area

The engine remained attached to the engine mounts. A small quarter-sized hole was noted on the bottom aft section of the engine. The propeller remained attached to the engine. The parachute line was wrapped around the propeller about 5 times. The propeller was not able to move freely.



Figure 3: View of parachute line wrapped around propeller shaft.

The left wing remained attached to the fuselage. The left wing leading edge exhibited accordion crushing mid-span outboard to the wing tip. The aileron and flap remained attached to the wing. The right wing exhibited wing skin deformation near the cabin area outboard about three feet. All control surface remained attached to the empennage and the empennage remained attached to the fuselage. The trim tab was deflected downward about 45°.

Parachute Deployment

The BRS , model number T2 300, Serial Number T2B03690 was located just forward of the engine and was found deployed at the accident site. The activation handle inside the cockpit appeared to be activated, and was placard “Aircraft engine must be shut off prior to deploying parachute. Failure to do so may result in death or serious injury.” On the outside of the launch tube a white piece of paper indicated that the BRS parachute system should not be used after May 2015. The canopy, suspension lines, and slider remained intact and no damage was noted. About three feet of the riser was wrapped around the base of the propeller.

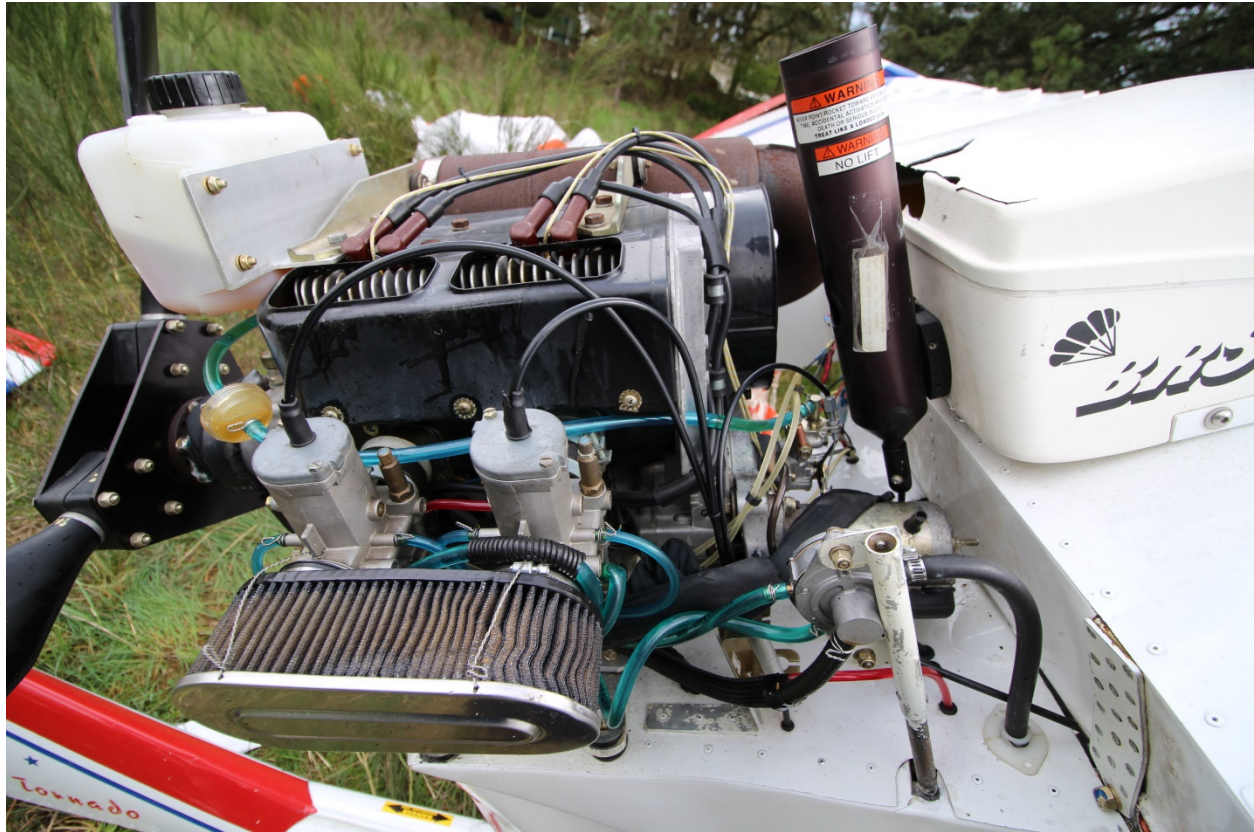


Figure 4: BRS Location

FLIGHT CONTROLS

The rudder cable assembly remained attached from the rudder control peddles aft to the rudder connection points. The elevator push/pull tube remained attached from the control yoke to the elevator. Flight control continuity for the ailerons could not be stabled because the male ball joint (Ref 152) was separated from the control mixer weldment (Ref 17), and the stop nut (Ref 147) was found about five inches from the ball joint on the cabin floor.

