



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

Western Pacific Region

June 7, 2019

Exam Notes

WPR19FA159

This document contains 1 embedded photos.

ACCIDENT:

Location: Summerville, OR

Date: 6/4/2019

Aircraft: Experimental Titan II, Registration Number: N4362V

NTSB IIC: Jack Vanover

EXAMINATION PARTICIPANTS:

Jackie Vanover
Aviation Accident Investigator
National Transportation Safety Board
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James Clay
Aviation Safety Inspector-Operations Rotorcraft
Federal Aviation Administration
Boise, ID 83705

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HISTORY OF FLIGHT

On June 4, 2019, about 1943 Pacific daylight time, an experimental Titan II airplane, N4362V, was destroyed after it impacted the ground while maneuvering at low altitude near Summerville, OR. The pilot was fatally injured. The airplane was registered to a private individual and operated by the pilot as a Title 14 *Code of Federal Regulations* part 91 personal flight. Visual meteorological conditions prevailed at the accident site about the time of the accident and no flight plan was filed for the local flight. The flight originated from the La Grande/Union County Airport (LGD) La Grande, OR about 1912.

According to the family of the pilot, he had purchased the airplane about two weeks prior to the accident flight. The wings and empennage were disassembled and transported to the pilot's hanger. Reassembly of the airplane was completed by the pilot on June 1, 2019. June 2, about 1900, was the first time he had flown the airplane and he flew it for the next two night.

WITNESS STATEMENTS

Three witness located near the accident site reported seeing the airplane doing low altitude maneuvers. The maneuvers were described as abrupt power and altitude variations near the ground. The accident maneuver was described as a sharp pitch up attitude to about 300 ft, followed by an aerodynamic stall, spin and impact with the ground.

PERSONNEL INFORMATION

According to the Federal Aviation Administration (FAA) the pilot did not hold a pilot certificate or a medical. According to the family of the pilot, he did not keep track of his flight hours.

AIRCRAFT INFORMATION

The two-seat, high-wing, fixed-gear, amateur built airplane, serial number (s/n) D969112COHK0203, was manufactured in 2010. It was powered by a Rotax 912UL 80-horsepower engine, s/n 4400686. The rear mounted "pusher" engine drove a Powerfin propeller.

FAA records show that an airworthiness certificate in experimental category (amateur built) was issued on September 30, 2010.

According to the family the airplane was sold without maintenance records.

WRECKAGE AND IMPACT INFORMATION

The wreckage was located in a mint field about 1,700 northwest of Summerville, OR. All major structural components were located with the main wreckage. The airplane impacted the ground about 185° magnetic heading. The cockpit was orientated about 133° magnetic heading. The first identified point of impact was identified by a small impact crater and pieces of the left wing tip were found within the crater. Flight control continuity was established for the elevator, ailerons, and rudder.

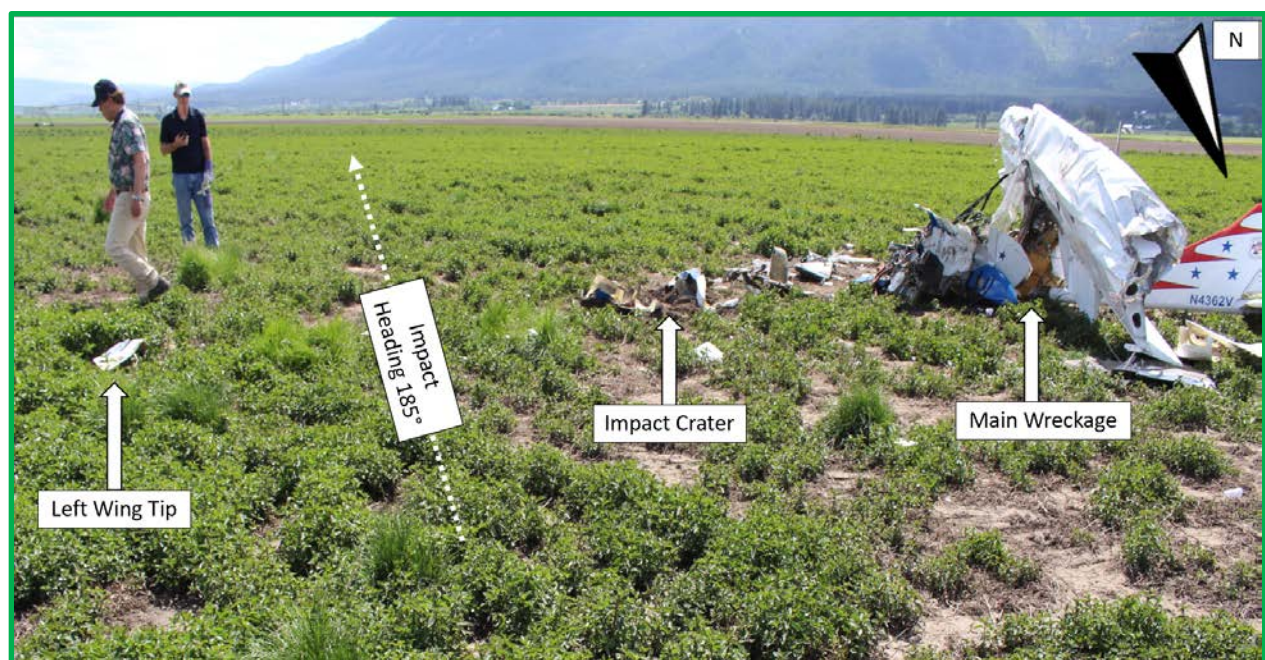


Figure 1-Main wreckage

Engine

The top spark plugs, NGK DCPR7E's were removed. All four spark plugs exhibited normal wear. The rocker box covers were removed from cylinder Nos. 1, 2, and 4 (Unable to take screw out of No. 3 cylinder due to it being striped). The engine crankshaft was manually rotated by hand by the propeller. Rotational continuity was established throughout the engine valve train. Thumb compression and suction was obtained on all four cylinders. The engine driven fuel pump was

removed and examined with no anomalies noted. The engine fuel filter appeared to be free of debris. Both Bing carburetors were examined with no anomalies noted.

COCKPIT INSTRUMENTS

The instrument panel was mostly destroyed during impact. The following observations were made.

Airspeed indicator-showed about 116 knots. The needle did not appear to be broken.

Heading Indicator- About 9°.

Ignition-Key broken off in the *BOTH* position