



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR19FA161
Aircraft Registration & Make/Model: N123GN; Lockwood Aircam
Accident Location: Hemet, California
Accident Date: June 8, 2019

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Matthew Hlavac
Designated Airworthiness Representative

Interview Date; July 1, 2019

Mr. Hlavac stated that he became a designated airworthiness representative in 2012 and certifies about 12 aircraft each year, mostly experimental amateur built. The accident airplane was his first Aircam.

The pilot contacted the DAR-F, a designation for manufacturing DARs, in October 2018 to “get a headstart” on the certification process. The DAR sent the accident pilot several forms and instructions about the certification process. On the day of the inspection, the DAR completed his review and inspection in approximately two and a half hours before he issued the Special Airworthiness Certificate.

The DAR reported that he follows FAA 8130.2, the FAA order for the Airworthiness Certification of Aircraft, when he performs airworthiness inspections. According to the DAR, his inspection of the accident airplane would have included the strut for hardware security, general condition, thread engagement, strut position, and tightness/security. During the inspection he

discovered two discrepancies, which included a loose jam nut and frayed throttle cable ends, but noted that he did not feel uncomfortable issuing the certificate to the pilot.

The Special Airworthiness Certificate section of this FAA order states to perform the following: “Review Application,” “Inspect Aircraft,” and “Issue Airworthiness Certificate” (assuming all criteria are met). This order does not provide a list of required items to satisfy an inspection. The inspection was performed the same day the accident airplane was signed off for its Special Airworthiness Certificate, which is not unusual.

According to the DAR, he provides applicants with a generic inspection checklist early in the application process. This inspection checklist included a section titled “General Condition – Fuselage, Wing, Tail Assembly” with 13 checklist items, none of which addressed the wing struts.



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Interview #1 Summary

David Royster

Friend of accident pilot and witness to accident

Interview Date & Time; June 9, 2019 1138 PT

Mr. Royster stated that on the day of the accident he observed the pilot perform several visual inspections of the airplane while it was parked outside of the pilot's hangar before the accident flight took place. They watched the pilot start the engines and taxi the airplane to the takeoff runway. Mr. Royster and the other witnesses repositioned themselves closer to the runway during this time. The airplane idled for several seconds at the beginning of the runway before Mr. Royster heard both engines "come up" and "sounded fine." According to his recount, the airplane accelerated down the runway, lifted off the runway surface and began a steep climb. When the airplane was about 30 ft in the air, the left wing collapsed, folding upward and the airplane began to roll left and impacted the ground inverted at the edge of the runway and came to rest.