

# National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR21LA204

## **FLAP EXAMINATION REPORT**

March 15, 2023

## **A. ACCIDENT**

Location: Eugene, Oregon  
Date: May 20, 2021  
Time: 1030 Pacific daylight time

Airplane: Experimental McClure Glasair III, N54CB

## **B. PARTY PARTICIPANTS**

IIC                      Tealeye Cornejo  
                             National Transportation Safety Board  
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## **C. SUMMARY**

On May 20, 2021, about 1030 Pacific daylight time, an experimental McClure Glasair III, N54CB, was destroyed when it was involved in an accident near Eugene, Oregon. The pilot was seriously injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The pilot had departed Aurora State Airport (UAO), Aurora, Oregon, about 1000 with a destination of Mahlon Sweet Field Airport (EUG), Eugene, Oregon.

The pilot was cleared to land runway 16R at EUG and an air traffic controller cautioned him for wake turbulence. During the approach, the pilot reported, "going down, going down." The airplane crashed in an open field about 1.5 miles north of the EUG airport.

The Federal Aviation Administration responded to the site and reported that the airplane had fragmented during the accident sequence and the wreckage debris field was in tall grass. The first identified point of contact was with the left-wing tip. The wreckage debris field continued for about 50 yards to where the engine was located. Due to the fragmented wreckage, flight control continuity was not established. All major components of the airplane were identified at the accident site.

## **D. DETAILS OF THE EXAMINATION**

### **1.1 Wings**

The entire wing assembly with landing gear separated from the airframe in one piece. The flap bar is a one-piece tubular bar that remained in place in the center box.



Figure 1. Landing gear assembly (Photo Courtesy of Nu Venture)

The flap system consisted of a tubular bar that extended out into each wing and was secured by a welded plate. The welded plate has a hole in one end, to which flap actuator was attached. The turnbuckle fork of the flap actuator was attached to the welded plate and secured by a steel non-threaded clevis pin and cotter pin.

The left- wing flap actuator push-pull assembly was detached at the welded plate to adjustable turnbuckle fork, the non-threaded steel steel clevis pin, and cotter key were not found in the wreckage. The flap actuator rod end at the wing-to-flap attachment remained attached.

The right-wing flap hardware remained connected and intact from the flap tubular bar welded plate at the wing root to the wing-to-flap attachment.

An asymmetrical "split" flap condition occurs when one wing flap extends/retracts while the other wing remains in position.



Figure 2. Flap Assembly - Right Wing



Figure 3. Detached left wing flap hardware welded plate and turnbuckle fork



Figure 4. welded plate bent at the tab area with scratch marks



Figure 5. Flap actuator remained attached at the wing-to-flap attachment point

Submitted by:

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