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Air Safety Investigator
OAS-WPR

Date: July 5th, 2023

Subject: WPR23LA255

Contact: FAA Inspector Ruconich

The following is a synopsis of the communication as relayed to the NTSB Investigator-in-charge, by the FAA Inspector that arrived on site of accident pertaining to the Russian manufactured experimental motor glider (N40233).

The FAA Inspector conveyed the following:

Weather was clear, and apparently no factor. This was a personal flight. The pilot assembled the motor glider and the takeoff was okay. It was towed to 3,200 ft msl, and the release was normal. The pilot extended and retracted the motor. He was in a moderate 30°- 45° bank to the right and the glider entered an uncommanded spin to the right. He heard a loud "bang", he jettisoned the canopy and exited the cockpit. He deployed his parachute around 2,000 ft. There were witnesses on the ground that heard a loud noise and saw the tail section, the fuselage and both wings all separate from each other. All 4-corners landed in a field.

The right wing was missing the attachment tab. The left wing still had its tab, the steel pin was present, in-tact and inserted in the wing mounting box. The pilot was coherent and cooperating. Left leg injury. The parachute was packed was in 2016. The parachute must be repacked every 180 days. The pilot stated that he needed the parachute for ballast, yet he was still strapped into the harness.

The approximate coordinates were: 45.575599, -123.056265 (fuselage), 45.575769, -123.055981 (parachute), 45.575935, -123.056065 (left wing), 45.576178, -123.054741 (right wing), 45.576602, -123.055661 (empennage). See Figure 1 below for the wreckage diagram.



Figure 1: Wreckage Diagram

NOTHING FOLLOWS