NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

July 28, 2014

ACCIDENT SITE EXAMINATION

WPR14FA316

A. ACCIDENT

Location:	Lolo Pass, Idaho
Date:	July 28, 2014
Aircraft:	Experimental Meyer-Legacy Lancair N29MM, Serial L2K-197
NTSB IIC:	Albert Nixon

B. EXAMINATION PARTICIPANT:

David Hartson
Federal Aviation Administration (FAA)
Principle Maintenance Inspector
Spokane Flight Standards District Office
Spokane, Washington 99212

C. SUMMARY

Examination of the accident site was conducted on July 29, 2014, on a mountainside, about 41 miles southwest of Missoula, Montana, by an FAA inspector. All major structural components of the airplane were located at the accident site. The wreckage was recovered to a secure location for further examination.

D. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

2.0 Examination of the accident site revealed that the first point of identified impact was when the airplane's left wing impacted a tree about 40 feet above ground level. Shortly thereafter, the airplane's right wing struck a tree. The wings separated from the fuselage when they struck the trees. The main fuselage continued to travel about 280 feet and then impacted terrain. The wreckage came to rest on a mountain slope of about 30 degrees, in a wooded environment, and at an elevation of about 6,528 feet mean sea level. The wreckage debris trail was about 400 feet. The main wreckage was located about 200 feet below County Road 581, Clearwater National Forest, Idaho.

Figure 1: View of Ground Scars at Accident Site

A disturbed portion of the ground was observed that started about 75 feet behind the main fuselage and continued to lead right up to it. The ground scar was about 1.5 feet in width and about a couple of inches in depth. The airplane's fuselage came to rest on a heading of about 180 degrees magnetic. The empennage separated from the fuselage and was situated about 180 degrees off the fuselage heading, inverted, and with two trees between them. It was partially attached to the fuselage only by cables. The nose gear and main landing gear were extended. The windshield fragments located had some oil smearing observed.

The rudder and elevators remained attached at all their respective mounts. Flight control continuity established with the rudders and elevators to the cockpit controls.

Figure 2: Aft View of Main Fuselage.

3.0 Engine Examination

4.0 The engine was separated from the airplane and came to rest inverted at about 10 feet in front of the fuselage. A small amount of oil was observed on the engine exhaust. The

propeller hub separated and was located in behind the main wreckag**e** with all the blades attached**.** Observation of the blades revealed chordwise diagonal scratching and bent aft.

Figure 3: View of Engine Inverted on the Ground.

Figure 4: View of (inverted) Engine from a Top View.

Submitted by: Albert Nixon