



Federal Aviation Administration

Date: June 8, 2010

To: Webster McKinley, Operations Safety Inspector, ACE-FSDO-07

From: Richard Terrell, Aviation Safety Inspector, Airworthiness, ACE-FSDO-07

Subject: Inspector's Statement of Fact, N75263, Boeing A75L300 S/N 75-3621,
Accident Investigation

This is a statement of my observations after an accident near Salina, KS, on June 4, 2010.

I arrived at approximately 3:00 p.m. at a private hangar near Salina, KS for an on-scene investigation. The aircraft had been moved from the accident site to Mr. Terry Burger's hangar 5024 W Shipton Rd. Salina, KS (The land and hangar owner). The aircraft was positioned upright outside a hangar facing the East.

I asked Mr. Burger if he was the passenger on board and he replied "yes". I asked him if the aircraft had been experiencing any maintenance issues prior to the flight and he told me that I would need to discuss this with the pilot. Mr. Burger informed me that he was a passenger in the forward seat and after takeoff the aircraft did not produce enough power, crossed over the road at the end of the runway to the South and landed upside down in the neighbor's field. Any other information relating to the accident would have to be obtained by the pilot. Mr. Burger did complete a written and signed statement.

Noticeable damage to the aircraft was as follows; the vertical stabilizer was crushed and engine mount tubing was bent. The magneto switch was stuck in the "Both" position. There was a hole in the right lower wing, approximately two foot from the fuselage, and the fabric was torn and the rib was damaged. Mr. Burger indicated the wing and rib damage was done due to flipping the aircraft over after the accident. The carburetor heat attachment arm on the carburetor was broken in half. The ailerons and elevator controls appeared to be operating correctly. The engine controls appeared to be operating correctly with the exception of the magneto switch.

At this time I have determined there was substantial damage to the aircraft which adversely affects the structural strength, performance, or flight characteristics if the aircraft, and which would normally require major repair or replacement of the affected components.

See photo's taken.

This Statement of Fact is true and correct to the best of my recollection.

Rodi Jennifer

From: -----
Sent: Friday, July 16, 2010 11:48 AM
To: Rodi Jennifer
Subject: Fw: Stearman Accident in Salina, KS N75263 06/04/2010

Jennifer,

Here are the results from the prop governor bench test. A FAA Inspector from the OKC-FSDO witnessed the check. It indicates that nothing was found of major significance for operational problems. At this time the mechanic in Junction City, Mr. Hornbustel, is removing the engine to send to the engine facility for inspection and check. He has told me he will report any findings from the engine facility. I will report any findings to you.

If there is anything else you need please don't hesitate to contact me.

Best regards,

Rick Terrell
Principal Aviation Safety Inspector
GA Airworthiness
Flight Standards District Office
Telep- -----
Fax: (-----
----- For----- -- Terrell/ACE/FAA on 07/16/2010 12:32 PM -----

From: William T Witten/ASW/FAA
ASW-OKC-FSDO-15, Oklahoma City, OK
To: Richard Terrell/ACE/FAA@FAA
Cc: Weeg Castello/ASW/FAA@FAA
Date: 07/15/2010 10:01 AM
Subject: Stearman Accident in Salina, KS N75263 06/04/2010

Inspector Terrell,

Bench check of the propeller governor sent to this office (OKC-FSDO) by Mr. Marvin Hornbustel.

Test location: Quality Aircraft Accessories In.,
Date: Jul 14, 2010
Part number: 1Q12-G
Serial No: 52831
Manufacture: Hamilton Standard

External observation: There was *some* wear on the outer case from the external fly weight arm making contact.

Internal observation: Wear was noted nothing of any major significance. Location of wear, bearing, fly weights and toe plate.

Bench check observation: Note, the case had the relief setting stamped on it as **300 psi**; actual was around **180** psi at 2608 RPMs.

High RPM setting was 2560 (within range)

Low RPM setting was 1450 (within range).

The valve was run at high RPM and stable at 2650

No metal particles and/or foreign matter was observed within the internal structure or ports on the valve.

Conclusion: Inconclusive...no abnormalities observed

The valve is currently located at the OKC FSDO, please inform of where to send the prop governor.

Thanks,

William T. Witten

Principle Maintenance Inspector

OKC F----- ffice

Ph: -----

Fax: -----

email: -----

Your feedback is greatly appreciated

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