FIELD NOTES OF ON-SITE INVESTIGATION

PRELIMINARY DATA, SUBJECT TO CHANGE 10 July 2009

2008 Vans RV7A S/N72389
Builder- Noles, Vance L.

Robert H. Potts Jr., Aviation Safety Inspector, FAA

Initial Examination

The aircraft, built by Mr. Vance Noles, 3511 20th Ave West, Bradenton, Florida. The aircraft was registered and had a special airworthiness certificate as an experimental amateur built. Examination revealed that the aircraft was totally destroyed, and had impacted the ground at a high rate of speed and high angle of attack. The ground was soft and wet and this allowed the aircraft to penetrate the ground to a depth of approximately 5 feet. There was no debris field, and fragments of the plane were scattered in a pattern that was consistent with the angle it contacted the ground. Estimating the angle of impact at 70 degrees heading west. No prior impact or contact with the nearby tree line could be identified. Witnesses in the area reported the aircraft made one low pass prior to crash and that severe weather was in the area at the time.

The examination of the wreckage path revealed that the scattered aircraft parts were difficult to recognize and were mutilated. This was also made difficult due to the amount of human remains at the site. The aircraft accident was undiscovered for approximately 24 hours, and animals had scattered some of the human remains.

Pilot Information

The pilot, Mr. Vance Noles held a private pilot certificate 1788487. He also held a repairman certificate for experimental aircraft builder on the accident aircraft

Medical and Injury Information

The pilot was fatally injured in the accident, and remained with the aircraft until the time of the investigation/recovery

Airframe Examination

The FAA investigative party began the onsite work on 07/10/09 at approximately 0900, and remained on site until the aircraft was relocated to an off site storage yard at approximately 1800 the same day.
The fuselage section of the aircraft was completely torn, bent, and hard to recognize. Certain parts such as the door frame, seat cushions, shoulder harness, and side panels

could be identified. Due to the severe impact, the dash, and the instruments that did not get thrown from the aircraft were unrecognizable. Only certain wire bundles and pieces of the dash and cockpit were identifiable.
The emanage was found flipped over the wreckage inverted with both of the horizontal stabilizers and elevators intact. The vertical fin and rudder of the aircraft could not be found. A search of the area could not find any trace of the missing parts. These were the only control surfaces of the aircraft that could not be located.
The wings were completely crushed cord wise and the spar was bent but remained intact. Ailerons and flaps were located.

Flight Control Continuity

- The vertical fin and rudder were not found and presumed to have departed the aircraft prior to impact. Due to the severity of the accident, no continuity of flight control cables could be performed

Fuel System

- The fuel system was compromised.
- Due to the severity, no fuel system inspection could be performed.

Power Plant Examination

The aircraft engine, a Mattituck TMX 360, 180 hp, was severely damage during the accident. No fuel, combustion, or electrical tests could be performed on the engine due to the crank case being broken and split into at least 3 pieces. Inspection of the components revealed no defects other than damage from the accident

Propeller

The propeller was found at the very bottom of the wreckage hole. One of the blades was found separated from the hub and the other was intact. Both blades show signs over deformity/damage consistent with engine developing power at time of contact with the ground. Torsion twisting was found on both blades. The leading edge of both blades had several areas of severe strike damage.

End of report

Robert H. Potts