

April 9, 2013

NTSB Rep,

Two weeks after the accident, Mark Gaffney and I inspected another Christian Eagle here at the Lincoln Airport. The aircraft was setup almost identically to the accident aircraft, N88CE. I sat in the rear seat where Mark Pearson was sitting during the accident flight. Mark Pearson was 6'6" tall; I am 6'4" tall. My weight and build are similar to that of Mark Pearson. With the canopy closed, the top of my head was brushing the canopy. I was not wearing a headset during the test.

While seated in the aircraft, I could not see the mixture or propeller controls, due to my left leg in the way. I could see the mixture only after I pushed my left leg over to the right. Pushing my left leg over was awkward and contrary to sitting in the aircraft in a relaxed state. The propeller control, which was located under the mixture, was very difficult to see. It was black in color and blended into the background which was also black in color. I was able to operate the wobble pump and ignition switch by leaning forward in my seat. Mark Gaffney sat in the front seat where the instructor, Jeff Clausen, would have been sitting. Mark Gaffney could not see the mixture or propeller controls even after turning around in his seat. Additionally, due to the canopy quick release, he couldn't have operated these controls if he had removed his seat belt and turned completely around in his seat. If you have any questions, feel free to call.

Craig Brumley

Aviation Safety Inspector, LNK FSDO