

Inspector Statement

Name: David C. Longan
Address: [REDACTED]
Salt Lake City, UT 84116
Phone: [REDACTED]
Date: 6/18/2012, at 12:51 PM

Subject: N106BD Aircraft Accident in Rexburg, ID

On June 15, 2012 at 2040 Local, I was conducting surveillance during the 2012 Rexburg, ID Air Show practice. I was standing at the Air Boss station on the West side of the runway at midfield. During the performance of Mr. Ryland "Buck" Roetman in N106BD, Mr. Roetman performed a series of aileron rolls along the runway from North to South. When the aircraft was half way down the runway, the roll rate slowed, the sound of the engine changed, and the aircraft began to drift left and descend. The aircraft continued rolling and descending until it contacted the ground, right wing low, at a golf course next to the airport. Emergency crews were immediately dispatched to the scene where they found Mr. Roetman standing next to the aircraft. Mr. Roetman was driven back to the airport ramp where he was placed in an ambulance. I was able to speak with Mr. Roetman for a short time in the ambulance at which time he told me that he thought the prop accumulator may have had a weak charge and the prop may have been moving toward a feather position during the maneuver. He stated that he was losing thrust and airspeed which was what caused the aircraft to descend.

I, along with Inspector Lew Olson from the Salt Lake City FSDO, drove across the airport to the accident site. Once there, I noted the the aircraft had come to rest facing West and was mostly intact with the majority of the damage being to the right hand wing and forward fuselage. The debris field was from North to South and was approximately 120 feet long from the initial impact marks to the aircraft. There were six parallel marks in the grass where the prop had struck the ground twenty feet from the initial impact point. Examination of the prop at the accident site found all three blades cut down almost to the hub and in a flat, non-feathered condition. A video camera was recovered from the site that was later determined to have been mounted on the right hand wing "I" strut. The camera was secured by Officer Gary Hagen of the Rexburg, ID Police Department then turned over to Inspector Longan to be forwarded to the NTSB.

The aircraft was recovered and taken to a secure facility off the airport. On June 16, 2012, I spoke with Police Officers that were at the accident site the night before and received an address and contact phone numbers for where the aircraft had been taken.

On June 16, 2012, I again spoke with Mr. Roetman while he was attending the air show. Mr. Roetman suffered injuries to his right ankle and bruises and lacerations to his face.

The information he provided was the same as that he had given me the night before. I told him that we would need a statement of the events that led up to the accident and he said that he would get one to me. I also asked if he could either include with his statement or in a separate statement a detailed description of the feathering operation of his propeller.

Photographs of the site were taken by Inspector Longan and the Rexburg, ID Police Department. The photos taken by Inspector Longan were given to Inspector Vahl Buchanan at the Salt Lake City FSDO to be included with the accident investigation report. The photos taken by the Rexburg, ID Police Department will be part of their report under Report #: 201203114.


DAVID C. LONGAN
Aviation Safety Inspector