



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

January 4, 2013

AIRFRAME UNIT EXTRACTION

WPR13FA076

A. ACCIDENT

Location: Lakeside, CA
Date: Dec 29, 2012
Aircraft: Lancair IV (McKenzie) N5M Turbine
NTSB IIC: Jim Struhsaker

B. EXAMINATION PARTICIPANTS:

Albert Nixon
Aviation Accident Investigator
National Transportation Safety Board
505 South 336th Street, Suite 540
Federal Way, WA 98003

Bob Wolstenholmes
President-CEO
Lancair International
250 SE Timber Ave
Redmond, OR 97756

Ernie Copeland
Aviation Safety Inspector
Federal Aviation Administration
17777 Perimeter Road
Scottsdale, AZ 85255

Jeffrey Miller
Aviation Safety Inspector Airworthiness
Federal Aviation Administration
17777 Perimeter Road
Scottsdale, AZ 85255

C. SUMMARY

A documentation of the recovered airframe was conducted on January 4, 2013 at the facilities of Air Transport in Phoenix, Arizona. The PFD, MFD, Garmin, and Engine Air Data units were removed for shipment to the NTSB Materials Lab in Washington, DC.

D. DETAILS OF THE INVESTIGATION

1.0 Airframe Observation

The airplane was laid out and all major flight controls surfaces were present. Two counter weights from the horizontal stabilizer were separated but found in the wreckage debris.

The Primary Flight Display (PFD), Multi-Functional Display (MFD), Engine Air Data Computer and Garmin 530 unit were removed for shipment.

1.1 Engine Observation

The engine was labeled as a Walter 601-EX, however no engine data plate could be located. The engine remained attached to the airframe. The propeller assembly remained attached to the propeller shaft flange and one blade had separated several inches from the hub. The two remaining blades were bent aft. The spinner was crushed on the side where the hub of the separated blade. The engine accessories remained attached and appeared to be intact.

1.2 Cockpit Observation

The left instrument panel was intact. The airspeed indicator was reading about 250 knots. The altimeter showed an elevation of about 7500 feet with a setting of 29.86. The control stick grip was crushed below the grip and nearly separated. The ADI was observed at about 20 degrees nose high and about 60 degrees of right bank. A red flag was present in the indicator. The turn and slip indicator indicated left bank.

The right instrument panel was intact but appeared to be missing a MFD in the center portion. The engine air data computer was removed for shipment. Four circuit breakers were observed in the out position. The cabin pressurization switch was in the dump position.

The fuel selector handle was in the left tank position.

1.3 Other Observation

Several bags were found in the aft baggage compartment. The bags along with (a personal computer tower and air conditioning unit) were weighed at 80 lbs. The pilot logbook was located in the back seat pocket.

Bob Wolstenholmes stated that the air-conditioning unit was an add-on. He also stated the aft bulkhead behind the passenger seats was not properly installed.

3 data cards of (1) 32MB and (2) 64MB were located and shipped with the display units.

1.4 Exam Photos

Sent separately.

Submitted by: Albert Nixon