

# NATIONAL TRANSPORTATION SAFETY BOARD

ACCIDENT NUMBER:

RETENTION / RELEASE OF WRECKAGE RELATED TO ACCIDENT NUMBER ►

**CEN14FA278**

For Use In All Modal Investigations

REGISTERED OWNER (name and address) A.O. Engineering Inc [REDACTED] Wilmington, DE 19810		IDENTIFICATION NUMBER N86NW	
		MAKE Hermann Bjorn	
LOCATION Duluth, MN	DATE OF ACCIDENT 6/6/14	MODEL Lancair IV	

RETAINED BY NTSB REPRESENTATIVE Jim Silliman [REDACTED]	TITLE IIC	DATE 7/2/14
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The National Transportation Safety Board has  has not  completed its investigation of the wreckage described above. All recovered wreckage except that listed on the evidence control form(s) is hereby released.

NO PARTS RETAINED

RELEASED BY NTSB REPRESENTATIVE Jim Silliman	TITLE IIC	DATE 7/2/14
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(This section may be acknowledged by a person, not the owner or owner's representative, who has knowledge of the disposition of the recovered wreckage and its parts. Such acknowledgement does not place responsibility for disposition of the wreckage upon that person.)

I HEREBY ACKNOWLEDGE:

Receipt of the above described wreckage.

Removal of the parts, if any, listed in the evidence control form(s).

PERSON MAKING ACKNOWLEDGEMENT STEPHEN DEGLAN [REDACTED]	TITLE Claims Mgr	DATE 8/4/2014
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ADDRESS  
 [REDACTED] [REDACTED] [REDACTED]  
 APPLE VALLEY [REDACTED]

PHONE NUMBER & EMAIL  
 [REDACTED]

REMARKS:

The NTSB has retained the following items on June 30, 2104.

1. Nokia Cellphone: Model C5-00.2
2. Avidyne Flight Max Integra: P/N 700-00004-104 Rev.3, S/N E0018
3. 2 Chelton EFISs: P/N IUA1A/P-S1: Serial Numbers 291 and 292.
4. Rudder Bellcrank and Rudder Spherical Bearings with rudder section
5. Engine: Walter XM601E: S/N 921012
6. Propeller: Propeller Hub and 3 Blades
7. Ray Allen T2-7A Servo (Elevator)

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REGISTERED OWNER (name and address) A.O. Engineering Inc [REDACTED] Wilmington, DE 19810		IDENTIFICATION NUMBER N86NW	
		MAKE Hermann Bjorn	
LOCATION Duluth, MN	DATE OF ACCIDENT 6/6/14	MODEL Lancair IV	
RETAINED BY NTSB REPRESENTATIVE Jim Silliman [REDACTED]		TITLE IIC	DATE 7/2/14
The National Transportation Safety Board has <input checked="" type="checkbox"/> has not <input type="checkbox"/> completed its investigation of the wreckage described above. All recovered wreckage except that listed in the evidence control form(s) is hereby released.			
<input type="checkbox"/> NO PARTS RETAINED			
RELEASED BY NTSB REPRESENTATIVE Jim Silliman [REDACTED]		TITLE IIC	DATE 8/11/14
(This section must be completed by a person, not the owner or owner's representative, who has knowledge of the disposition of the recovered wreckage and its parts. Such acknowledgement does not place responsibility for disposition of the wreckage upon that person.)			
I HEREBY ACKNOWLEDGE:			
<input checked="" type="checkbox"/> Receipt of the above described wreckage.			
<input checked="" type="checkbox"/> Removal of the parts, if any, listed in the evidence control form(s).			
PERSON MAKING ACKNOWLEDGEMENT STEPHEN DEBELLA [REDACTED]		TITLE CLAIMS MGR	DATE 8/14/2014
ADDRESS [REDACTED]		PHONE NUMBER & EMAIL [REDACTED]	
REMARKS:  The NTSB has returned the following item on August 11, 2104. The part was shipped to Wentworth Aircraft, Crystal, MN.  1. Ray Allen T2-7A Servo (Elevator)			

# NATIONAL TRANSPORTATION SAFETY BOARD

ACCIDENT NUMBER:

RETENTION / RELEASE OF WRECKAGE RELATED TO ACCIDENT NUMBER ►

**CEN14FA278**

For Use In All Modal Investigations

REGISTERED OWNER (name and address) A.O. Engineering Inc [REDACTED] Wilmington, DE 19810		IDENTIFICATION NUMBER N86NW	
		MAKE Hermann Bjorn	
LOCATION Duluth, MN	DATE OF ACCIDENT 6/6/14	MODEL Lancair IV	
RETAINED BY NTSB REPRESENTATIVE Jim Silliman		TITLE IIC	DATE 7/2/14
The National Transportation Safety Board has <input checked="" type="checkbox"/> has not <input type="checkbox"/> completed its investigation of the wreckage described above. All recovered wreckage except that listed in the evidence control form(s) is hereby released.			
<input type="checkbox"/> NO PARTS RETAINED			
RELEASED BY NTSB REPRESENTATIVE Jim Silliman [REDACTED]		TITLE IIC	DATE 8/27/14
(This section requires the signature of the owner or owner's representative, who has knowledge of the disposition of the recovered wreckage and its parts. Such acknowledgement does not place responsibility for disposition of the wreckage upon that person.)			
I HEREBY ACKNOWLEDGE:			
<input checked="" type="checkbox"/> Receipt of the above described wreckage.			
<input type="checkbox"/> Removal of the parts, if any, listed in the evidence control form(s).			
PERSON MAKING ACKNOWLEDGEMENT STEPHEN DEGRAN		TITLE <i>Adjuster For</i> ALLIANZ IN US	DATE 8/27/2014
ADDRESS [REDACTED] APPLE VALLEY, MN 55124		PHONE NUMBER & EMAIL [REDACTED]	
REMARKS:			
The NTSB has released the following items to the insurance company on August 27, 2104. The parts are currently at GEAC in Prague.			
1. Engine: Walter XM601E: S/N 921012			
2. Propeller: Avia Propeller Hub; P/N V508/84; S/N 140651298, and 3 Blades			



# NATIONAL TRANSPORTATION SAFETY BOARD

RETENTION / RELEASE OF WRECKAGE RELATED TO ACCIDENT NUMBER ▶

ACCIDENT NUMBER

GEN14FA278

For Use In All Modal Investigations

REGISTERED OWNER (name and address) A.D. Engineering Inc [REDACTED] Washington, DE 19810		IDENTIFICATION NUMBER N88NW
LOCATION Duluth, MN	DATE OF ACCIDENT 6/6/14	MAKE Hornbush Bjorn
		MODEL Lancair IV

RETAINED BY NTSB REPRESENTATIVE Jim Siliman	TITLE IIC	DATE 7/2/14
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The National Transportation Safety Board has  has not  completed its investigation of the wreckage described above. All recovered wreckage receipt(s) listed in the evidence control form(s) is hereby released.

NO PARTS RETAINED

RELEASED BY NTSB REPRESENTATIVE Jim Siliman	TITLE IIC	DATE 8/25/14
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(This section is for the owner's representative, who has knowledge of the disposition of the recovered wreckage and receipt(s). Such acknowledgment does not place responsibility for disposition of the wreckage upon that person.)

I HEREBY ACKNOWLEDGE:

- Receipt of the above described wreckage
- Removal of the parts, if any, listed in the evidence control form(s).

PERSON MAKING ACKNOWLEDGEMENT [REDACTED]	TITLE TED DAVIES SALVAGE SECRETARY	DATE 8-27-14
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PHONE NUMBER & OFFICE Crystal Lake 5427	[REDACTED]
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REMARKS:  
The NTSB has returned the following item on August 25, 2014. The part was shipped to Wentworth Aircraft, Crystal, MN.

- Rudder Bellcrank and Rudder Spherical Bearings with rudder section



## Request for Materials Laboratory Examination

Office of Research and Engineering, Materials Laboratory Division (RE-30)

Please complete all **fields**, if possible. Fields marked with an asterisk (\*) are required. To submit electronically, use the **Submit to Lab** button below. Please place a printed copy of the completed form within the shipment. Refer to the Shipping and Handling Instructions [attachment](#) for more information. Contact [Mike Budinski](#), Chief, Materials Laboratory Division, at (202) 596-0437 with any questions.

<b>A. Accident/Incident Information (click to attach the investigation preliminary report, if available)</b>			
Location Duluth, MN	Request Submitted By Jim Silliman		
Date 6/7/14	Office and Division AS		
Vehicle/Aircraft Lancair IV	Telephone [REDACTED]		
Accident No. CEN14FA278	Keys No. 89387	Date of Request 7/22/14	
<b>B. Component(s) Submitted (please include the manufacturer and model, if known)</b>			
The rudder bellcrank, 1 of 2 rudder bellcrank connecting rods, and the rudder spherical bearings and rudder section.			
Evidence No.	Shipment Contains*    Biohazard <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No    Hazardous Materials <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<b>C. Service History of Component(s)</b>			
The last conditional inspection indicated 666.3 hours on 9/20/13. The airframe TT was probably ~680 hours. The left rudder "bellcrank connecting rod" appeared to not be connected at the time of the impact. The other end that attached to the spherical bearing appeared to be fractured/separated from the rudder for some time. The rod might have been just lying there for some time. Since the right connecting rod was still attached, the rudder would still operate left and right as the pilot made pedal inputs.			
<b>D. Explanation of Work Requested</b>			
Try to determine if the left connecting rod was separated from the rudder control system prior to the impact. It needs to be explained even though it might not have been a factor in the accident sequence.			
Harry Reichel was at the on-site inspection and he can answer questions about the parts, etc.			
Group Exam <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Report Type Requested <input type="checkbox"/> Full Factual <input checked="" type="checkbox"/> Short Factual (1 page, 2 photos) <input type="checkbox"/> Brief (1-2 paragraphs)	
<b>E. Return Component(s) To</b>			
Name Jim Silliman		Affiliation NTSB IIC	
Title IIC		Address [REDACTED]	
Telephone [REDACTED]		West Chicago, IL 60103	



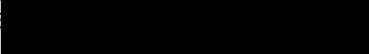
**NATIONAL TRANSPORTATION SAFETY BOARD  
EVIDENCE CONTROL**

ACCIDENT NUMBER:  
**CEN14FA278**


For Use In All Modal Investigations

OFFICE <p align="center">Aviation Safety</p>	DATE OF ACCIDENT <p align="center">6/7/14</p>	ACCIDENT LOCATION (City & State) <p align="center">Duluth, MN</p>
EVIDENCE OBTAINED BY:		
<input checked="" type="checkbox"/> EVIDENCE OBTAINED FROM:	LOCATION OR PERSON INFORMATION	DATE
<input type="checkbox"/> EVIDENCE RECEIVED FROM:	St. Louis County Sheriff Volunteer Rescue Squad Duluth, MN	<p align="center">7/2/14</p>
EVIDENCE CONTROL NUMBER <p align="center">- -</p>		GROUP
DESCRIPTION ( <input type="checkbox"/> BIN ITEM - HAS BEEN SEPARATED <input type="checkbox"/> Ray Allen T2-7A Servo (Elevator)		

**OWNER OR OWNER'S REPRESENTATIVE**

FIRST NAME: <p align="center">AO Engineering Inc</p>	LAST NAME:
ADDRESS: 	Wilmington, DE 19810
PHONE:	EMAIL:
RETURNED <input type="checkbox"/>	DATE: CONTACT:

**CHAIN OF CUSTODY**

RELEASED BY: Jim Silliman	RELEASED TO: Wentworth Aircraft, 	DATE: 8/11/14
PURPOSE: Shipped via UPS Tracking #1ZA39E760291005593		
RELEASED BY:	RELEASED TO:	DATE:
PURPOSE:		
RELEASED BY:	RELEASED TO:	DATE:
PURPOSE:		
RELEASED BY:	RELEASED TO:	DATE:
PURPOSE:		
RELEASED BY:	RELEASED TO:	DATE:
PURPOSE:		

15050 Cedar Ave S  
Suite 116-310  
Apple Valley, MN 55124  
Office: 952-255-8673  
Fax: 952-516-5385

August 14, 2014

Mr. Sam Farmiga  
GE Aviation

Cincinnati, OH 45215

**RE:**

Insured : Alexander Obtersteg  
Aircraft : N86NW CEN14FA278  
Policy Term : November 1, 2013 through November 1, 2014  
Policy # : ILU 40/0580/0101783/01  
Case # : 40 LU 14 – 100518  
Date of Loss : June 7, 2014  
Location of Loss : 7 nautical miles east of KDLH – Lake Superior, Minnesota US  
VeriClaim File Number : MPS 14032690

Dr. Formiga,

As you know, I am working on behalf of Allianz Global Corporate & Specialty. I am working under the direction of Robert von Dressler in the German office.

This is a formal request to preserve the engine, propeller and all components after the testing is completed by the NTSB. I understand you GE has agreed to secure these items at your GE facility in Prague.

We will appreciate updates with regard to the inspection that is taking place next week. Upon completion and release by the NTSB, my principal may want to coordinate further inspection.

Thank you for your time and cooperation.

Respectfully,

VeriClaim Inc.

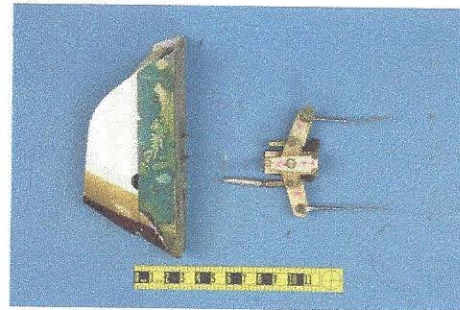
Stephen Degelau  
Senior Liability Adjuster and Aviation Manager  
Minneapolis, USA



**NATIONAL TRANSPORTATION SAFETY BOARD  
MATERIALS LABORATORY DIVISION  
RECEIPT OF RETURNED PARTS**

<b>ACCIDENT/INCIDENT IDENTIFICATION</b>		
PLACE:	Duluth, Minnesota	
DATE / VEHICLE:	June 7, 2014	Lancair IV, N86NW
NTSB NO. / IIC:	CEN14FA278	Jim Silliman, ASI-CEN
THE FOLLOWING PARTS, PIECES OR COMPONENTS, FROM THE ABOVE ACCIDENT/INCIDENT:		
1) Section of rudder; 2) Section of vertical stabilizer bulkhead; 3) Rudder bellcrank with piece of right push-pull rod attached.		
ARE BEING RETURNED VIA (CARRIER NAMED):	UPS	
WITH TRACKING NUMBER:	1Z A4E 715 03 9907 3205	
WHICH HAS BEEN ADDRESSED TO:	12" x 12" x 12", 6 lbs.	

NAME:	Jim Silliman
COMPANY:	NTSB
ADDRESS:	[REDACTED] West Chicago, IL 60103
TELEPHONE:	[REDACTED]



PLEASE VERIFY THAT THE COMPONENTS, AS ITEMIZED, HAVE BEEN RECEIVED BY PRINTING YOUR NAME, SIGNING, AND DATING THIS FORM BELOW, AND RETURNING THIS DOCUMENT TO:

Mike Budinski, CHIEF, MATERIALS LABORATORY DIVISION, (RE-30),  
 NATIONAL TRANSPORTATION SAFETY BOARD,  
 490 L'ENFANT PLAZA EAST, SW,  
 WASHINGTON, D.C. 20594.

A PREADDRESSED, FRANKED ENVELOPE IS ATTACHED FOR YOUR CONVENIENCE.  
 IF ANY DISCREPANCIES ARE FOUND, IMMEDIATELY CALL (202) 314-6530.

WRITER'S NAME AND INITIALS	Kramer, 14-053	DATE	8/19/2014
PERSON PACKING PARTS		DATE	
NAME AND SIGNATURE OF RECIPIENT OR REPRESENTATIVE	<i>SILLIMAN</i> Print	DATE	8/21/14





Proof of Delivery

[Close Window](#)

Dear Customer,

This notice serves as proof of delivery for the shipment listed below.

<b>Tracking Number:</b>	1ZA4E7150297137697
<b>Service:</b>	UPS 2nd Day Air®
<b>Weight:</b>	25.00 lbs
<b>Shipped/Billed On:</b>	05/19/2015
<b>Delivered On:</b>	05/21/2015 9:41 A.M.
<b>Delivered To:</b>	MINNEAPOLIS, MN, US
<b>Signed By:</b>	DENNIS
<b>Left At:</b>	Front Desk

Thank you for giving us this opportunity to serve you.

Sincerely,

UPS

Tracking results provided by UPS: 05/28/2015 5:15 P.M. ET

[Print This Page](#)

[Close Window](#)

## Silliman James

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**From:** Stephen Degelau [REDACTED]  
**Sent:** Tuesday, July 15, 2014 10:44 AM  
**To:** Silliman James  
**Subject:** RE: CEN14FA278: Engine Shipment to Prague

Jim,

Yes, we are okay with this. If my principal desires to retain the engine and propeller, we will then look at costs associated with the return here or somewhere in Germany. At this time you have approval to work with Steve Wentworth two crate and ship the engine and propeller to the Prague facility.

Respectfully,

Stephen Degelau  
Senior Liability Adjuster  
Aviation Manager  
vrs»vericclaim  
A Toplis & Harding Corporation  
15050 Cedar Ave S  
Suite 116-310  
Apple Valley, MN 55124  
952-255-8673  
952-516-5385 fax

[REDACTED]

---

**From:** Silliman James [mailto:[REDACTED]]  
**Sent:** Tuesday, July 15, 2014 9:33 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: CEN14FA278: Engine Shipment to Prague

Stephen,

Will the compromise stated below in GE's email work for the insurance company? GE will pay for the engine and propeller to get shipped to Prague but will not pay for its return. They will completely scrap the engine unless the insurance company wants to pay for the return shipment. Sounds reasonable to me. Will the insurance company accept that offer?

Jim

---

**From:** Farmiga, Sam (GE Aviation, US) [mailto:[REDACTED]]  
**Sent:** Tuesday, July 15, 2014 9:00 AM  
**To:** Silliman James; Reichel Harald  
**Cc:** Baker Daniel  
**Subject:** RE: CEN14FA278: Engine Shipment to Prague





# National Transportation Safety Board Other Device Return Form

NTSB Number: <b>CEN14FA278</b>	Date of Event: 06/07/2014
Location: Duluth, Minnesota	Operator: Private
Vehicle Registration: <b>N86NW</b>	Vehicle Type: Lancsir
Date Sent: May 19, 2015	Sent By: Bill Tuccio

**Return Address:**

Wentworth Aircraft  
Attn: Ted Davies  
6000 Douglas Dr. North  
Crystal, MN 55429  
612-722-0065

**Other Device Descriptions**

1. Nokia C5 IMEI: 354115/05/754249/9
2. Chelton s/n 291
3. Chelton s/n 292
4. Avidyne s/n E0018

**Comments:**

All items submerged in water, damaged, disassembled. All parts included in various parts in box.

**Name and Signature of NTSB Specialist**

X  Recorder Specialist May 19, 2015  
 Title Date

Please sign and fax this document to: 




Or

Sign, scan and email this document to:

  
 Bill Tuccio  
 National Transportation Safety Board  
 400 L'Enfant Plaza East, SW  
 Washington, DC 20584

Please verify that the device (or components thereof), as itemized has been received by signing, dating, and faxing this document. The signed form may be mailed to the above address. If any discrepancies are found, immediately phone the specialist whose name appears above at 202-314-8528.

**Name and Signature of Addressee (or representative):**

 SALVAGE SECRETARY 5-26-15  
 Signature  
TED DAVIES    
 Name

*96NW Ted*