



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

June 13, 2014

ACCIDENT SITE EXAMINATION REPORT

WPR14FA243

This document contains 8 embedded photos.

A. ACCIDENT

Location: Overton, Nevada
Date: June 12, 2014
Aircraft: experimental-Dittenber Express Auriga, N55GM, Serial #: 0008
NTSB IIC: Patrick Jones

B. EXAMINATION PARTICIPANTS:

Patrick Jones
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C. SUMMARY

On June 12, 2014 about 2105 Pacific daylight time (PDT), an experimental-Dittenber Express Auriga, N55GM, impacted terrain during landing at Echo Bay Airport (0L9), Overton, Nevada. The owner/pilot was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The private pilot, and passenger were fatally injured; the airplane was destroyed by impact forces and postcrash fire. The cross-country personal flight departed Minden, Nevada, about 1800. Visual meteorological conditions prevailed, and no flight plan had been filed.

Witnesses reported that the airplane made a low pass to the east of the airport and reversed course presumably to land at 0L9 using runway 24. The witness lost sight of the airplane as it neared the airport. A few minutes later the witness observed a column of black smoke near the airport.

Investigation at the accident site revealed the airplane impacted terrain at a steep nose down attitude. The debris field was about 100 feet in diameter. The airplane was mostly consumed by the postimpact fire.

D. DETAILS OF THE INVESTIGATION

1.0 On Scene Examination

Investigators examined the wreckage at the accident scene. The first identified point of contact (FIPC) was a ground scar crater located 200 yards northeast of the runway threshold.

The impact point was on a slope at an elevation of 1,485 feet msl. The accident site was 50 feet below the runway elevation.

The wreckage was fragmented and thermally consumed by the post impact fire.

The propeller flange was separated from the crankshaft just forward of the engine case. The crankshaft fracture surface exhibited torsional granular features, on a 45-degree conical plane around its circumference.

The propeller showed S-bending, torsional twisting, bending and scaring.

The engine exhaust system was crushed and displayed ductal deformation. The heater shroud was also crushed with ductal signatures.

1.1 Exam Photos





Submitted by: Patrick Jones- Investigator