NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

AUGUST 8, 2014

ON SCENE EXAMINATION REPORT

WPR14FA330

This document contains 01 embedded photo.

A. ACCIDENT

Location: Warren, Idaho
Date: August 5, 2014
Aircraft: Exp. Fitzgerald- Zenith CH750, Registration Number: N32FZ, Serial #: 1001
NTSB IIC: Patrick H Jones

B. EXAMINATION PARTICIPANTS:

Name Patrick Jones
Title ASI-IIC
National Transportation Safety Board
1152 Via Verde Ave. Suite 132
San Dimas, CA 91773

Name Colby Barron
Title- ASI
Federal Aviation Administration
6133 E. Rutter Ave.
Spokane, WA 99212

C. HISTORY OF FLIGHT

On August 5, 2014, about 1455 mountain daylight time (MDT), an experimental-David Fitzgerald, Zenith CH750, N32FZ, crashed in mountainous terrain in the wilderness area of Warren, Idaho. The owner/pilot was operating the airplane under the provisions of 14 *Code of Federal Regulations* (CFR) Part 91. The sport pilot, and passenger were fatally injured; the airplane was destroyed by impact forces. The personal cross-country flight departed Big Creek, Idaho, about 1440 with a planned destination of Dixie, Idaho. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot was in possession of a personal SPOT Global Positioning Satellite (GPS) satellite tracker unit. When the pilot failed to check in with his family they logged into the SPOT tracker system and determined the location of the accident site. The family contacted the Idaho County Sheriff's Department, who initiated search and rescue. The Federal Aviation Administration (FAA) issued a family concern Alert Notice (ALNOT) on August 5, 2014, at 2326 MDT.

The airplane wreckage was located on August 6, 2014.

D. SUMMARY RESULTS

The on scene examination of the airframe and engine was conducted at the accident site. No evidence of pre-impact mechanical malfunction was noted during the examination of the airframe and engine which would have precluded normal operation.

E. DETAILS OF THE INVESTIGATION

Investigators examined the wreckage at the accident scene. The accident site was located in a remote area of the Payette National Forest. The wreckage was positioned in the center of a previous wild land fire area of 70-80 foot tall trees, of which most were dead. The wreckage site was on a 20-25-degree slope facing south. The first identified point of contact (FIPC) was an uprooted tree that had impact damage about 33 feet up from the base of the tree and lying within the main wreckage. The debris path was along a magnetic heading of 200-degrees. The orientation of the fuselage was 260-degrees. The wreckage was at an elevation of 7,907 feet Mean Sea Level (MSL).

The airplane wreckage was contained in an area of 50 feet. The airplane impacted the ground in a steep nose down attitude.

The airplane was equipped with a Dynon Skyview multi-function display system which was recovered for further examination.

The airframe and engine were examined on scene with no mechanical anomalies identified.

1.0 Airframe Examination

Examination of the airframe revealed the right wing separated from the fuselage, and was lying across the tail section. The left wing was still attached to the fuselage, with impact damage to the leading edge of the outboard section of the wing.

Flight control continuity could not be positively verified as a result of the impact damage. All control connections that were noted were intact and secured to their respective attachment points. A detailed examination to the cockpit area was not performed due to impact damage and time constraints.

2.0 Engine Examination

Examination of the engine revealed the accident site had a strong odor of aviation fuel. The fuel sump bowl was intact, and fuel was present when it was opened. There was no contamination found in the fuel sump bowl.

Due to the airframe crush damage around the engine and time constraints it was decided to defer the detailed examination of the engine until a later time.

3.0 Examination Findings

1. The airplane impacted the ground in a steep nose down attitude.
2. No pre-impact abnormalities were found that would have prevented normal operation.
3. The airplane impacted a tree with the right wing prior to ground contact.
4. The accident site was contained in a small area consistent with a stall spin event.

Submitted by: Investigator Patrick Jones