

 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: LAX05FA061		Most Critical Injury: Fatal	
		Occurrence Date: 01/05/2005		Investigated By: NTSB	
		Occurrence Type: Accident		ICAO Report Submitted: No	
Location/Time					
Nearest City/Place Sacaton		State AZ	Zip Code 85247	Local Time 1705	Time Zone MST
Aircraft Information					
Registration Number N64BV		Aircraft Manufacturer Vail		Model/Series Number Lancair 235	
Type of Aircraft: Airplane			Homebuilt Aircraft? Yes		
Injury Summary:		Fatal 2	Serious	Minor	None
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 5, 2005, at 1705 mountain standard time, an experimental single engine Vail Lancair 235, N64BV, impacted flat open desert terrain near Sacaton, Arizona, on the Gila River Indian Reservation. The private pilot/owner operated the airplane under the provisions of 14 CFR Part 91. The airplane was destroyed. The pilot and one passenger were fatally injured. Visual meteorological conditions prevailed for the local area flight that departed Stellar Airpark (P19), Chandler, Arizona, about 1645, and was scheduled to terminate at Stellar Airpark. No flight plan had been filed.</p> <p>According to a witness, he was walking home and watching the accident airplane doing maneuvers. He saw the airplane "zoom up" in a nose high attitude, and then the wing dropped, like a wing over. The airplane started to spin. The witness thought that the airplane would come out of the spinning, but it never did.</p> <p>Witnesses at the airport stated that the airplane had last been refueled with 19 gallons of fuel on December 26, 2004, and was not flown until January 5th, the day of the accident. Witnesses reported that the airplane took off, and completed one pass around the airport before departing to the south.</p> <p>A Federal Aviation Administration (FAA) inspector examined the airplane on scene. The airplane came to rest in a muddy area, mostly intact, and on its belly about 500 yards from a small community. The airplane was on a westerly heading, and appeared to have struck the ground in a left wing, nose low attitude. The first identified point of contact (FIPC) was an impression of the left wing, which appeared to be about 4 inches in depth. The airplane came to rest about 3 feet from the FIPC.</p> <p>The rudder separated from the airplane and came to rest 2 feet from the tail section. The flaps, ailerons, and the tail and elevators remained attached to the airplane. Recovery personnel detached the left aileron, right flap, and tail section to aid in the recovery.</p> <p>Investigators examined the airframe and engine at Air Transport, Phoenix, Arizona, on January 14, 2005, under the auspices of the Safety Board. The FAA and Textron Lycoming, a party to the investigation, were present at the inspection. The airframe inspection revealed no preimpact anomalies. Investigators established flight control continuity from the cockpit to the wings and tail sections. Separations in the flight control tubes appeared jagged in nature. Both flight control sticks separated and were jagged in appearance. The fuel selector handle was in the ON position. The fuel system was continuous, with separations noted as jagged in appearance.</p> <p>Visual examination of the engine revealed no preimpact anomalies. The Lycoming representative removed the top spark plugs. According to the Champion Aviation Check-A-Plug chart AV-27, the spark plugs exhibited coloration that showed operation in the normal range. He determined that the</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: LAX05FA061	
	Occurrence Date: 01/05/2005	
	Occurrence Type: Accident	

Narrative (Continued)

electrodes were normal to worn-out in appearance. Manual rotation of the engine from the crankshaft produced thumb compression in each cylinder in proper firing order. Both magnetos remained connected to their respective mounting pads at the engine. During manual rotation of the engine, the left magneto produced spark at the ignition harness. The representative removed and manually rotated the right magneto, producing spark at the points.

The Lycoming representative removed the carburetor and fuel strainer, and observed a blue color liquid flowing from their respective fuel lines. He disassembled the carburetor, and the floats were hydraulically crushed in symmetry. He removed the oil filter assembly from the engine, and cut it open. The oil filter was clean of debris.

 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: LAX05FA061			
		Occurrence Date: 01/05/2005			
		Occurrence Type: Accident			
Other Aircraft Involved					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Accident Information					
Aircraft Damage: Destroyed			Accident Occurred During: Maneuvering		
Property Damage: None					
Crew	Name		Certificate No.		Injury
Pilot	On File		On File		Fatal
2					
3					
4					
5					
6					
Operator Information					
Name		Operator Designator Code		Doing Business As	
John E. Cox					
Street Address		City		State	Zip Code
		Chandler		AZ	85226
-Type of Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operations Conducted: Personal					
Flight Plan/Itinerary					
Type of Flight Plan Filed: None					
Last Departure Point		State	Airport Identifier		
Chandler		AZ	P19		
Destination		State	Airport Identifier		
Local Flight			P19		
Weather Information					
Investigator's Source:		Facility ID: CHD		Observation Time (Local): 1547	
Sky/Lowest Cloud Condition: Clear			Ft. AGL		
Lowest Ceiling: Broken		6000 Ft. AGL	Visibility: 40	SM	Altimeter: 30.16 "Hg
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

National Transportation Safety Board
PRELIMINARY REPORT
AVIATION

NTSB ID: LAX05FA061

Occurrence Date: 01/05/2005

Occurrence Type: Accident

Weather Information

(Continued from page 2)

Temperature:

12 °C

Dew Point:

2 °C

Wind Direction:

Wind Speed:

Kts.

Gusts:

Kts.

Weather Conditions at Accident Site: Visual Conditions

Administration Data

Notification From

FAA AWP Operations Center

Date

01/05/2005

Local Time

1626

FAA District Office/Coordinator
WP-SDL-FSDO
Randy PrineInvestigator-In-Charge (IIC)
Tealeye C. Cornejo