



National Transportation Safety Board Aviation Accident Factual Report

Location:	Collinsville, TX	Accident Number:	FTW04LA199
Date & Time:	08/01/2004, 1625 CDT	Registration:	N7XD
Aircraft:	DRZYMALA RV-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

On August 1, 2004, approximately 1625, a Drzymala RV-4 single-engine homebuilt airplane, N7XD, was substantially damaged during a forced landing following a loss of engine power near Collinsville, Texas. The private pilot and the passenger were fatally injured. The airplane was registered to and operated by the pilot. A flight plan was not filed for the cross-country flight that originated at the Allen County Airport (K88) near Iola, Kansas, about 1400, and was destined for the Ironhead Airport (T58) near Sanger, Texas. Visual meteorological conditions prevailed for the personal flight conducted under 14 Code of Federal Regulations Part 91.

The pilot departed from Sanger, Texas, on July 24, 2004, and flew to Oshkosh, Wisconsin, to attend the Experimental Aircraft Association's annual fly-in event. He was returning from the fly-in when the accident occurred.

A witness observed the airplane flying in a southwesterly direction approximately 200 feet above the ground. The engine was not operating. The airplane then made a 90-degree turn to the east, and descended in an approximate 45-degree nose down attitude. The airplane came to rest upright on the front lawn of a private residence.

A Federal Aviation Administration (FAA) inspector, who responded to the accident site, reported that the fuel tanks were empty and not breached. The tanks appeared to be dry, and no residual fuel was found in the main fuel line from the fuel pump to the engine. He also reported that the airplane sustained structural damage. The flaps were set approximately 5-10 degrees, and flight control cable continuity was established for all flight control surfaces.

The airplane was powered by an overhauled 180-horsepower Lycoming O-320-E2A engine that was installed just prior to the trip to Oshkosh. There were no logbooks for the engine, which was part of the purchase agreement. Examination of the airframe logbooks revealed the last annual inspection was performed on June 21, 2003, and the airplane had accrued approximately 40 hours since that inspection.

Fuel receipts were obtained from locations along the pilot's route of flight. Based on these receipts, it was calculated that the newly installed engine burned approximately 11.5 gallons of

fuel per hour. The total fuel capacity of this airplane was 32 gallons, of which, approximately 31 gallons were usable. The pilot purchased 24.6 gallons of fuel in Iola, Kansas, at 1343. The pilot's wife reported that her husband called her just before 1400 and told her that he would be departing soon. The accident occurred approximately 1625.

The pilot held a private pilot certificate for airplane single-engine land and was also a certified airframe and powerplant mechanic. His last Federal Aviation Administration (FAA) third class medical was issued on June 11, 2003. At that time, he reported a total of 625 flight hours.

At 1653, the automated weather observing system at the Denton Municipal Airport (DTO) near Denton, Texas, located approximately 28 nautical miles south of the site of the accident, reported wind from 100 degrees at 8 knots, visibility 10 statute miles, clear skies, temperature 93 degrees Fahrenheit, dew point 68 degrees Fahrenheit, and a barometric pressure setting of 29.99 inches of Mercury.

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/11/2004
Occupational Pilot:		Last Flight Review or Equivalent:	06/11/2003
Flight Time:	625 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DRZYMALA	Registration:	N7XD
Model/Series:	RV-4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	2026PD
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/21/2003, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	40.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	337.3 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2A
Registered Owner:	William Noel	Rated Power:	180 hp
Operator:	William Noel	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DTO, 642 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1653 CDT	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	34° C / 20° C
Precipitation and Obscuration:			
Departure Point:	Iola, KS (K88)	Type of Flight Plan Filed:	Unknown
Destination:	Sanger, TX (T58)	Type of Clearance:	None
Departure Time:	1400 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	33.555556, -96.922778

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager
Additional Participating Persons:	Tommy Tucker; Federal Aviation Administration; Dallas, TX
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .