



National Transportation Safety Board Aviation Accident Factual Report

Location:	Independence, OR	Accident Number:	LAX08LA025
Date & Time:	11/02/2007, 1530 PDT	Registration:	N232PM
Aircraft:	Interplane XJ	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

On November 02, 2007, about 1530 Pacific daylight time, an Interplane XJ experimental light-sport airplane (E-LSA), N232PM, experienced a partial loss of power during takeoff from Independence State Airport, Independence, Oregon. The pilot was operating the airplane under the provisions of 14 Code of Federal Regulations Part 91. The private pilot, the sole occupant, sustained serious injuries; the airplane sustained substantial damage. The personal local area flight was originating at the time of the accident. Visual meteorological conditions prevailed, and no flight plan had been filed.

In a telephone conversation with a National Transportation Safety Board investigator, the pilot's spouse stated that she had spoken to her husband following the accident. Although his physical impairment prohibited him from talking in depth with regards to the circumstances of the accident, he relayed to her that the airplane's engine was not able to develop sufficient power for takeoff. He further indicated that although the engine never fully ceased operation, it was only able to produce partial power. He attempted to maneuver the airplane in a level position and it hit hard in an open field remaining in the flat attitude.

The pilot submitted a written statement reporting that although the accident airplane had accumulated 80.6 hours of flight time, the accident flight was to be his first time flying it. He had expected the flight parameters to be comparable to similar airplanes that he had a wide array of experience piloting. Following a normal preflight inspection and run-up, the pilot aligned the airplane on the runway for takeoff. After the application of full throttle, the airplane began down the runway, and the engine appeared to be producing full power. The pilot noted that he did not verify the revolutions per minute (rpm) indication inside the cockpit; rather, he was focusing on the handling characteristics of the airplane.

The pilot further stated that as the airplane reached about 2,000 feet down the runway he considered aborting the takeoff attempt, but the airplane was too high. The airplane entered a spin and the pilot attempted to recover, which resulted in the airplane impacting the ground in a flat attitude.

An examination of the Rotax 912 engine was conducted under the auspice of a Federal Aviation

Administration inspector on January 10, 2008, in Independence. The initial examination of the engine disclosed that the damage incurred during the accident was minimal, thus facilitating an attempted engine run and functional checks. The engine started and operated as expected; no mechanical or electrical malfunctions were found that would have precluded the engine from normal operation. The complete examination notes are contained in the public docket for this accident.

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	08/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	08/01/2006
Flight Time:	1301 hours (Total, all aircraft), 1301 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Interplane	Registration:	N232PM
Model/Series:	XJ	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Light-Sport; Experimental	Serial Number:	3543
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/01/2007, Condition	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	0.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	80.1 Hours as of last inspection	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912
Registered Owner:	On file	Rated Power:	80 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	755, 180 ft msl	Distance from Accident Site:	
Observation Time:	1530 PDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	17° C / 8° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Independence, OR (755)	Type of Flight Plan Filed:	None
Destination:	Independence, OR (755)	Type of Clearance:	None
Departure Time:	1530 PDT	Type of Airspace:	

Airport Information

Airport:	Independence State Airport (755)	Runway Surface Type:	Asphalt
Airport Elevation:	180 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2935 ft / 60 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	44.866944, -123.198056

Administrative Information

Investigator In Charge (IIC):	Zoë Keliher
Additional Participating Persons:	John Judge; Federal Aviation Administration; Portland, OR
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .