



National Transportation Safety Board Aviation Accident Final 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		

Analysis

Just after liftoff, the engine was not able to develop sufficient power for the initial climb. Although the engine never fully ceased operation, it was only able to produce partial power. The pilot 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 for the remaining runway. 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 engine revealed no mechanical or electrical malfunctions that would have precluded the engine from normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A partial loss of engine power for undetermined reasons. Also causal was the pilot's failure to maintain adequate airspeed, which resulted in a spin and collision with terrain

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

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 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 Manufacturer:	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, Conditional	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	0.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	80.1 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912
Registered Owner:	On file	Rated Power:	80 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	755, 180 ft msl	Observation Time:	1530 PDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	17° C / 8° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.1 inches Hg	Visibility (RVV):	
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		

Administrative Information

Investigator In Charge (IIC):	Zoë Keliher	Adopted Date:	04/30/2008
Additional Participating Persons:	John Judge; Federal Aviation Administration; Portland, OR		
Publish Date:			
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/ .		

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