
 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: MIA00LA153		Aircraft Registration Number: N45DR	
		Occurrence Date: 05/14/2000		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place APEX		State NC	Zip Code 27502	Local Time 1315	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Mclarty		Model/Series VANS RV-4/VANS RV-4		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
*** Note: NTSB investigators may have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***					
<p>On May 14, 2000, at about 1315 eastern daylight time, a Mclarty Vans RV-4, N45DR, registered to a private owner, operating as a 14 CFR Part 91 personal flight, crashed after takeoff from a private airport. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The commercial pilot and one passenger were transported to a local hospital, and died during treatment. The flight was originating from Apex, North Carolina, at the time of the accident.</p>					
<p>The brother of the deceased pilot stated his brother conducted an engine run-up and magneto check. The engine sounded a little rough but smoothed out. The airplane was observed on the takeoff roll, became airborne and started a shallow left turn over the trees. He heard a sound like the engine backfired, observed black smoke, and watched the airplane until it disappeared from view behind the trees. He ran to the crash site and saw the airplane adjacent to road. The airplane had collided with trees and was located on the opposite side of a ditch.</p>					
<p>A witness stated he was in his house looking out his window when he saw a blue and white airplane. The airplane was in a 45-degree nose-high attitude over the trees, and he did not hear any engine noise. It did not appear as if the pilot had control of the airplane. It came down like a tree that was falling. The airplane hit the ground wings level with the fuselage intact and slid about 10 feet, missing a tree head on before it came to a complete stop in his front yard. He ran to the airplane to assist. He observed two victims that had sustained serious injuries and immediately called 911 to report the accident.</p>					
<p>Examination of the airframe, flight controls and engine assembly revealed no evidence of a precrash mechanical failure or malfunction. (For additional information see FAA Inspector Statement and Textron Lycoming Aircraft Mishap Investigation Single Engine Final Report attachments to this report.)</p>					
<p>The servo fuel injector, flow divider, fuel nozzles, LASAR spark advance regulator, M4001 ignition harness, and the left and right magnetos were retained for further analysis. Examination of the fuel injector, flow divider and fuel nozzles were examined at an authorized repair station. A functional test revealed no deficiencies.</p>					
<p>Examination of the left and right magneto, ignition harness, and LASAR controller was conducted by Unison Industries in the presence of the FAA. No anomalies were detected in any of the subject components and the system functioned normally when tested. Although one of the ignition leads missed sporadically, the miss was due to the impact damage suffered by the harness and not due to any defects in the component. (For additional information see Unison Industries Report an attachment to this report.)</p>					
Dr. George H.					
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Narrative (Continued)

Clarke, Office of the Chief Medical Examiner, Chapel Hill, North Carolina, conducted postmortem examination of the pilot on May 15, 2000. The cause of death was multiple traumatic injuries. The Forensic Toxicology Research section, Federal Aviation Administration, Oklahoma City, Oklahoma, performed postmortem toxicology of specimens from the pilot. The studies were negative for carbon monoxide, cyanide, and ethanol, basic or acidic drugs.

Dr. Dana Copeland, Medical Examiner, Chapel Hill, North Carolina conducted postmortem examination of the passenger, on May 15, 2000. The cause of death was multiple traumatic injuries. The Office of the Chief Medical Examiner, Chapel Hill, North Carolina, performed postmortem toxicology of specimens from the passenger. The studies were negative for ethanol.

The wreckage of N45DR was released to Mr. Harry Brooks, Carson Brooks Inc., on May 15, 2000. The aircraft logbooks were released to Mr. Brooks on June 12, 2000. The components retained for further analysis were released to Mr. Brooks on July 7, 2000.

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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Approach/Arrival Flown: Unknown					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer Mclarty		Model/Series VANS RV-4/VANS RV-4		Serial Number 1684	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Tailwheel					
Amateur Built Acft? Yes	Number of Seats: 2	Certified Max Gross Wt. LBS		Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: IO-360-B1B		Rated Power: 180 HP	
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 03/2000	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /		ELT Operated? No	ELT Aided in Locating Accident Site? No		
Owner/Operator Information					
Registered Aircraft Owner PAUL M. SPAMPINATO		Street Address 6917 LAMARSH COURT			
		City RALEIGH	State NC	Zip Code 27613	
Operator of Aircraft PAUL M. SPAMPINATO		Street Address 6917 LAMARSH COURT			
		City RALEIGH	State NC	Zip Code 27613	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

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First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 30
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Sex: M	Seat Occupied: Front	Occupational Pilot? Business	Certificate Number: On File
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Certificate(s): **Commercial**

Airplane Rating(s): **Multi-engine Land; Single-engine Land**

Rotorcraft/Glider/LTA: **None**

Instrument Rating(s): **Airplane**

Instructor Rating(s): **None**

Current Biennial Flight Review?

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 09/1999
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	3000									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: **None**

Departure Point Same as Accident/Incident Location	State	Airport Identifier NA	Departure Time 1315	Time Zone EDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: **None**

Type of Airspace: **Class G**

Weather Information

UAT/CA Source of Wx Information:

No record of briefing

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
RDU	1251	EDT	436 Ft. MSL	15 NM	360 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			4800 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		9000 Ft. AGL		Visibility: 10 SM	Altimeter: 30.06 "Hg
Temperature: 27 °C	Dew Point: 12 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction:		Wind Speed: 3	Wind Gusts:		
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM				
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	1				1
- TOTAL ABOARD -	2				2
Other Ground	0	0	0		0
- GRAND TOTAL -	2	0	0		2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Administrative Information

Investigator-In-Charge (IIC)

CARROL A. SMITH

Additional Persons Participating in This Accident/Incident Investigation:

WILLIAM K RICHARDSON
FAA FSDO
GREENSBORO, NC