

		NTSB ID: SEA03LA154		Aircraft Registration Number: N272JT	
		Occurrence Date: 07/26/2003		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Wenatchee		State WA	Zip Code 98801	Local Time 1130	Time Zone PDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 0.75			
Aircraft Information Summary					
Aircraft Manufacturer Bollinger		Model/Series RV-6A		Type of Aircraft Airplane	
Revenue 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 July 26, 2003, approximately 1130 Pacific daylight time, an Experimental Bollinger RV-6A, N272JT, impacted apple trees during an attempted forced landing about one-quarter mile northwest of runway 30 at Pangborn Memorial Airport, Wenatchee, Washington. The commercial pilot and his passenger received serious injuries, and the aircraft, which is owned by a relative, sustained substantial damage. The 14 CFR Part 91 personal pleasure flight, which was departing for Chelan, Washington, was being operated in visual meteorological conditions. No flight plan had been filed.</p> <p>According to the pilot, he had just departed runway 30, and was about 400 feet above the ground, when the aircraft experienced a complete loss of engine power. The pilot then turned toward an empty field where he was going to attempt an engine-out forced landing, but he was unable to reach the field, and the aircraft impacted an orchard of young apple trees just short of the selected field.</p> <p>A post-accident inspection of the aircraft revealed that the stop screw holding the valve retaining face plate on the Airflow Performance Purge Valve Assembly had come loose, allowing the valve mechanism to separate from its housing. It was further determined that the subject retaining/stop screw had not been safety wired as required to insure that it would not back out.</p> <p>During the investigation, it was determined that in May of 2000, the builder had purchased the fuel flow divider and purge valve as one preassembled unit from Airflow Performance. According to Airflow Performance personnel, and the pictures in the Airflow Performance Installation and Service Manual, when such a pre-assembled unit is sent out, the subject valve faceplate retaining screw is safety wired in series with the two purge valve mounting screws. A further inspection of the aircraft revealed that during the installation of the fuel system, the purge valve was removed from its original mounting pad, rotated 90 degrees, and reinstalled on a piece of angle aluminum that had been riveted onto the original mounting pad. In order to make this alteration, the builder had to disconnect the safety wire that ran between the two mounting screws and the valve face plate retaining screw. As found after the accident, the safety wire attached to the two mounting screws was a completed loop that could not have extended to the faceplate retaining screw. In addition, there were no further scars or markings that indicated that the faceplate screw had been separately safetied.</p> <p>A review of page I-1 of the Airflow Performance Installation and Service Manual, Revision A revealed a narrative section that made the following statement: Notice how the purge valve stop and two mounting screws are lock wired together. If removal of the valve is necessary, make sure to re-lock wire the purge valve stop screw. Failure to do so will result in sudden stoppage of the engine if the screw backs out."</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA03LA154			
		Occurrence Date: 07/26/2003			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Pangborn Memorial Airport	EAT	1249 Ft. MSL	30	5500	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Bollinger		RV-6A		23975	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Tricycle					
Amateur Built Acft? Yes	Number of Seats: 2	Certified Max Gross Wt.	1850 LBS	Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Reciprocating	Lycoming	IO-360-A1A	180 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Annual	02/2003	Hours	102 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		Street Address			
Jeff C. Bollinger		City	State	Zip Code	
		Spokane	WA	99223	
Operator of Aircraft		Street Address			
L. Thomas Bollinger		City	State	Zip Code	
		Quincy	WA	98848	
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					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA03LA154
	Occurrence Date: 07/26/2003
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 68
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Sex: M	Seat Occupied: Left	Occupational Pilot? Unknown	Certificate Number: On File
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Certificate(s): Commercial

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

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 02/2002

Medical Cert.: Class 3	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 10/2002
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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	367	95	351	16	6		78			
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days		32								
Last 30 Days		9								
Last 24 Hours		0								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	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 EAT	Departure Time 1127	Time Zone PDT
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Destination Chelan	State WA	Airport Identifier S10	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Wx Information:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA03LA154
	Occurrence Date: 07/26/2003
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation Ft. MSL	WOF Distance From Accident Site NM	Direction From Accident Site Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: "Hg
Temperature: 27 °C	Dew Point: °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 50	Wind Speed: Light and Variable	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV) 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					
- GRAND TOTAL -		2			2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: SEA03LA154

Occurrence Date: 07/26/2003

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Orrin K. Anderson

Additional Persons Participating in This Accident/Incident Investigation:

Phillip Vittetoe
Spokane FSDO