



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Burns Flat, OK	Accident Number:	CEN16FA307
Date & Time:	08/06/2016, 0820 CDT	Registration:	N110PX
Aircraft:	WILSON BUGATTI-DEMONGE 100P	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Flight Test		

On August 6, 2016, about 0820 central daylight time, an experimental amateur-built Wilson Bugatti-DeMonge 100P airplane, N110PX, impacted terrain during takeoff from runway 35L at the Clinton-Sherman Airport (CSM), near Burns Flat, Oklahoma. A subsequent ground fire occurred. The airline transport rated pilot was fatally injured. The airplane was destroyed during the impact and ground fire. The airplane was registered to Le Reve Bleu LLC and operated by the pilot as a 14 Code of Federal Regulations 91 test flight. Day visual meteorological conditions prevailed in the area about the time of the accident, and the flight was not operated on a flight plan. The local flight was originating from CSM at the time of the accident.

Witness at the airport reported that the airplane lifted off. During the climbout, the airplane banked to the right and then to the left. The airplane's left bank steepened, it descended nose down, and subsequently impacted terrain inverted.

The 66 year-old pilot held a Federal Aviation Administration (FAA) airline transport pilot certificate with multi engine land, single engine land, and instrument airplane ratings. He held a FAA Second Class Medical Certificate issued on May 12, 2016. This medical certificate was issued limitations: Must wear corrective lenses. Not valid for any class after 05/31/2017. The pilot reported on the application for that medical certificate that he had accumulated 10,700 hours of total flight time and 25 hours in the six months prior to the medical examination.

N110PX was an experimental amateur-built, twin engine, single seat, tailwheel airplane built as a replica of the Bugatti-De Monge 100P airplane. According to airworthiness documents, the airplane was constructed to duplicate the original airplane's systems, dimensions, and structure. The airplane was powered by two Suzuki reciprocating engines and they each drove a Hercules fix-pitched wooden propeller. The propellers rotated in counter directions to each other. The airplane's maximum gross weight was listed as 2,939 pounds and its empty weight was 2,470 pounds. The airplane received its Special Airworthiness Certificate in the experimental category on August 4, 2015.

At 0753, the recorded weather at CSM was: Wind 040 degrees at 9 knots; visibility 10 statute

miles; sky condition clear; temperature 23 degrees C; dew point 21 degrees C; altimeter 30.06 inches of mercury.

CSM was a public, towered airport, which was owned by the Oklahoma Space Industry Development Authority/State of Oklahoma. It was located about two miles west of Burns Flat, Oklahoma. The airport had an estimated elevation of 1,922.1 feet above mean sea level. Two runways, 17R/35L and 17L/35R serviced the airport. Runway 17R/35L was a 13,503 feet by 75 feet runway with a concrete surface. Runway 17L/35R was a 5,193 feet by 75 feet runway with a concrete surface. Airport operations personnel examined the runway after the accident and no liberated airplane parts were found.

The airplane wreckage was found about 415 feet and 75 degrees from of the intersection of E1140 Road and N2120 Road and about 1,900 feet and 335 degrees from the departure threshold of runway 35L. The airplane came to rest inverted about a 330-degree heading. A depression was observed in the ground about 110 degrees and 23 feet from the wreckage. Sections of clear plastic were found in the depression and the surface of sections of the depression contained a blue color transfer consistent with the color of the airplane. The airplane, forward of its empennage, was discolored, deformed, and charred, with sections consumed by fire. The rudder's skin was consumed by fire. The lower section of the right main landing gear separated from its strut and the lower section was found resting on vegetation northwest of the wreckage. Wooden propeller blades were found splintered in sections resting on the ground in the area around the wreckage.

An on-scene examination of the wreckage was conducted. The rudders control cables were traced from the rudder to the rudder pedals. The elevators' push/pull tubes were attached to the control arms for each elevator. Forward of the empennage, the tubes were found to be consumed by fire. The aileron's control tubes were found connected to each aileron. These tubes were found to be consumed by fire outboard of the fuselage. Control continuity for the elevators and ailerons could not be established due to the fire damage. The propulsion drivetrain was traced and no preimpact anomalies were detected. The engines sustained thermal damage and could not be rotated by hand. However, no indications of engine anomalies were observed. The localized area where the airplane came to rest exhibited discoloration and charred vegetation consistent with a ground fire.

The coroner was asked to perform an autopsy on the pilot and take toxicological samples.

The airplane was fitted with cameras for the flight. Some of these cameras were found in the area of the wreckage. The recovered cameras were retained and are being sent to the National Transportation Safety Board Recorder Laboratory to see if they contain video data in reference to the accident flight.

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	WILSON	Registration:	N110PX
Model/Series:	BUGATTI-DEMONGE 100P	Aircraft Category:	Airplane
Amateur Built:	Yes		
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KCSM, 1922 ft msl	Observation Time:	0753 CDT
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	23° C / 21° C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	9 knots, 40°
Lowest Ceiling:	None	Visibility:	10 Miles
Altimeter Setting:	30.06 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Burns Flat, OK (CSM)	Destination:	Burns Flat, OK (CSM)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	35.364167, -99.204444

Administrative Information

Investigator In Charge (IIC):	Edward F Malinowski
Additional Participating Persons:	Aaron Varland; Federal Aviation Administration; Oklahoma City, OK Stanley G Shumway; Annapolis, MD
Note:	The NTSB traveled to the scene of this accident.