

SUMMARY OF LANCAIR ACCIDENTS IN NTSB DATABASE

AS OF 01/09/2013

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NOTES:

"PHASE" is NTSB's categorization of phase of flight.

"STATISTICAL CLASSIFICATION" is preparer's categorization for statistical purposes.

"SUMMARY" is *preparer's interpretation* of key facts in the NTSB report.

This summary includes all Lancair accidents found in the NTSB database. There are undoubtedly many minor incidents that did not make it into the database, such as gear-up landings with minor damage and no injuries, in-flight incidents that ended with a safe precautionary or forced landing, etc. Preparer is personally aware of three gear-up landings and an off-airport emergency landing that are not included in the database. Preparer personally experienced a prop-strike in a porpoised landing and an in-flight fuel leak in the cockpit that resulted in a safe precautionary landing, neither of which were reportable under NTSB criteria.

DATE OF ACC.	LOCATION	MODEL	WX	INJURIES	PHASE	STATISTICAL CLASSIFICATION	SUMMARY
8/1/89	Fond du Lac, WI	235	VMC	Fatal (2)	Approach	Stall/spin	Demonstration flight, aircraft stalled and spun during turn from base to final for landing.
6/23/90	Davis, CA	360	VMC	Serious	Take-off	Fuel	Pilot observed fuel tank "stopper" back out and depart aircraft, followed by a large quantity of fuel surging out of the tank, engine quit during return to airport, aircraft struck storage building during forced landing.
2/1/91	Agua Caliente, CA	235	VMC	Serious	Forced landing	Prop Failure	Wood propeller blades lost in flight, aircraft crash-landed, forest products lab found that blades fractured and separated due to chemical decomposition of the adhesive to wood bond caused by excessive heat and moisture, name of prop manufacturer is not mentioned in the summary report.
4/22/91	Titusville, FL	360	VMC	Fatal (2)	Forced landing	Loss of Power	Aircraft experienced a total loss of power and crashed while attempting a forced landing, the alternate air door was found broken off inside the air box and in a position blocking air flow to the throttle body, alternate air door had been made of .032 aluminum (plans called for .040) with a 90* bend at the point of failure, marks inside the air box indicated the door had moved around in the box for some time, air box had no impact damage that would have caused the door to fail.
5/5/91	Fall River Mill, CA	320	VMC	None	Landing	Crosswind	Aircraft landed hard and bounced three times before drifting off the left side of the runway, dragging the wing tip and cart-wheeling into a hangar door, pilot reported wind shifting from crosswind to quartering tailwind.
7/3/92	Winnemucca, NV	235	VMC	None	Landing	Landing	Pilot lost directional control on landing rollout, veered off runway and struck a raised concrete slab, no mention of wind conditions.
9/26/92	Hollister, CA	235	VMC	Fatal (1)	Approach	CFIT/O	Aircraft struck a guy wire 30 feet above ground on low approach, dove into the ground.
1/14/93	Madison, WI	320	VMC	None	Landing	Landing	Aircraft collided with snow bank after loss of directional control on landing roll-out, left brake was found to be jammed with frozen snow and ice, aircraft had departed snow-covered runway.
6/5/93	Chino, CA	320	VMC	Fatal (3)	Approach	Mid-air	Pilot had been lost, had busted Class C and D airspace and had confused airports, when finally in touch with correct tower was sequenced #3 behind a 172 which was #2 behind a 152, Lancair pilot stated "I have the Cessna, I'm going outside him...", Lancair then struck the 152 in the tail from the left side, Lancair pilot and student and instructor in the 152 died in the subsequent crashes.

9/22/93	Rockford, IL	235	VMC	None	Landing	Landing	Landed long on wet grass, braking action nil, attempted abort and struck embankment at end of runway.
10/10/93	Bay St. Louis, MS	320	VMC	Serious	Landing	Stall/spin	On second touch and go, touched down left of centerline, bounced, touched down again in left skid, became airborne reaching 60-80 feet in nose-high attitude, stalled and rolled left, collided with trees.
3/11/94	Waukesha, WI	360	VMC	None	Landing	Landing	On landing aircraft touched down nose high and bounced, pilot added power but aircraft hard-landed, directional control was lost and aircraft departed runway.
9/24/94	Ramona, CA	235	VMC	Fatal (2)	Takeoff	Weight & Balance	Departing for cross-country, aircraft took off 340 lbs. over recommended max gross, aircraft rotated earlier than normal and climbed at unusually high nose-attitude before doing what pilot witness described as a "wing-over" to the left and crashing.
4/12/95	Prescott, AZ	320	VMC	None	Landing	Weight & Balance	Aircraft on first test flight after change in configuration for weight & balance, pilot aborted first landing attempt due to inability to stabilize pitch, on second landing attempt during "violent" pitch excursions aircraft stalled and hard-landed, collapsing both mains, pitch trim was found to be set for previous nose-heavy configuration.
4/18/95	Hampton, GA	360	VMC	Fatal (1)	Approach	Fuel	Aircraft on downwind after first flight, witnesses reported engine sputtering, nose dropped, engine was powered up and a turn was started toward the airport but aircraft never pulled up, water was found in the carburetor float bowl.
5/25/95	Gastonia, NC	IV-P	VMC	Fatal (2)	Cruise	In-flight fire	Aircraft had 16 hours since first flight, during local test flight witnesses reported flames and smoke emanating from the lower cowl, aircraft crashed into trees and burned, cause of in-flight fire could not be determined.
6/24/95	Marengo, IL	320	VMC	Fatal (1)	Take-off	Pilot Incapacitation	Aircraft abruptly turned left upon take-off and crashed into trees after turning 240 degrees from runway heading, medical examiner determined pilot had died of heart attack prior to impact.
8/26/95	Rio Vista, CA	320	VMC	Serious	Landing	Structural Failure	Asymmetric flap deployment caused loss of roll control on landing, wing contacted runway and aircraft ground-looped, right flap failed to deploy, flap actuating rod was found bent and rod end broken, Lancair had issued SB to replace flap rods with stronger version but owner had not complied.
9/3/95	Georgetown, CA	200 SE	VMC	Fatal (2)	Take-off	Tail Wind	Aircraft started take-off roll with 3-5 knot tailwind, A&P witness said engine was not developing full power, aircraft never lifted off, skid marks started 360' from departure end of runway, aircraft ran off end of runway and down 40 degree slope into trees and burned, throttle and mixture controls were found in full forward position, no mechanical failures or malfunctions found in engine on tear-down, density altitude may have also been a factor.
10/13/95	Atlanta, GA	360	IMC	Fatal (1)	Cruise	Loss of control in IMC	Non-instrument-rated pilot filed an IFR flight plan, enroute in IMC reported to ATC having "gyro problems" but then said problem was corrected, pilot continued to have difficulty maintaining heading and altitude assignments, witness reported a loud bang followed by aircraft pieces falling out of the clouds, both wings were found 1/4 mile away from main wreckage.

10/27/95	Somerset, PA	IV-P	VMC	Serious	Forced landing	Engine	On maiden flight, pilot aborted first landing attempt, on go-around engine "spooled down", aircraft struck power line and trees during forced landing, fuel pump driveshaft had failed.
11/25/95	Phoenix, AZ	360	VMC	None	Landing	Gear	During touch and goes, on landing pilot heard thump under aircraft, nose dropped partially and prop struck runway, airplane continued down runway on nose strut until it hit a crack and folded up, pilot reported that the fork to strut attachment had failed.
12/23/95	Morris, MN	320	VMC	Fatal (2)	Maneuvering	Stall/spin	Aircraft had 13 hours since first flight, pilot told friend he was going to do stall tests, witnesses saw aircraft stall and spin in, elevator bob weight was found to be installed upside-down, limiting down elevator to 7 degrees versus designed 13 degrees.
7/20/96	Cottage Grove, OR	235	VMC	None	Take-off	Gear	Left main folded during take-off in 10-knot quartering right crosswind, aircraft veered off runway and struck parked aircraft, no mechanical failure found in down-lock.
8/8/96	Fond du Lac, WI	320	VMC	Fatal (1)	Cruise	Prop Failure	Constant-speed propeller lost in flight due to failure of the crankshaft flange, aircraft CG shifted 3.4 in. aft of aft limit due to loss of prop weight, aircraft entered flat spin into farm field, flange found to have oversized lightening holes and metal softer than spec., crack propagated between lightening holes (this was the Lancair demo plane!)
10/8/96	Camarillo, CA	IV-P	VMC	Serious	Cruise	Fuel	Aircraft was flying with a modified fuel selector valve to allow a "both" position, right tank was empty, left had 32 gallons, engine lost power and aircraft crash-landed, fuel valve was bench-tested and found to allow air from the empty tank to leak into fuel flow and lean out the mixture, evidence of engine damage from excessively lean mixture.
10/12/96	Kansas City, MO	235	VMC	None	Cruise	Fuel	Departed for local flight with 8-10 gallons of fuel, 15 minutes into flight noticed fuel was almost gone, returning to airport engine quit, crash landed in farm field, tore off all gear legs, found that carburetor float valve was stuck open.
12/5/96	Suisun City, CA	IV-P	VMC	Fatal (2)	Maneuvering	CFIT/O	Delivery pilot giving fam ride to new owner, flying southwesterly an hour before sunset, flew into gradually rising terrain in apparent controlled flight.
7/31/97	Dillon, CO	320	IMC	Fatal (2)	Maneuvering	VFR into IMC	Non-instrument pilot flying in mountainous area with clouds obscuring mountain tops, flew into box canyon and entered clouds at 12,200 feet, apparent CFIT.
2/26/98	Garwood, ID	IV	IMC	Fatal (2)	Maneuvering	Loss of control in IMC	Instrument-rated pilot took off into hard IMC with snow and icing forecast, became disoriented and lost control, no recent instrument time and no instrument time in a Lancair IV.
4/17/98	Newport, TN	235	IMC	Fatal (2)	Cruise	VFR into IMC	Non-instrument pilot flying in mountainous area with clouds obscuring mountain tops, struck ridge, apparent CFIT.
6/15/98	Palm Springs, CA	320	VMC	None	Cruise	Electrical	After enroute fuel stop, engine had to be jump-started, after take-off "main" CB tripped and was reset, power continued to drain, all loads shed except transfer pump, flight continued for another 45 minutes until pilot noticed header down to 1/3, initiated precautionary landing, gear extended manually but only right main locked down, made no flap landing and slid off runway, cause of electrical failure not reported.

7/12/98	Price, UT	360	VMC	None	Landing	Landing	Pilot stated he allowed descent rate to become excessive, did not add power in time, hard-landed and broke off left main.
7/15/98	Atlantic Ocean	IV-P	UNK	Fatal (2)	UNK	UNK	IV-P being ferried from Azores to Newfoundland never arrived, presumed lost at sea.
9/4/98	Llano, CA	235	IMC	Fatal (1)	Cruise	VFR into IMC	Non-instrument pilot advised friend in another plane he was turning back due to worse than forecast weather. Friend saw accident aircraft enter clouds during 180. Per ATC radar, aircraft wandered around (numerous 180s, 360s and one 540) in IMC for 20 minutes before crashing, witness at crash site reported viz 1/4 mi. in mist and light rain.
9/21/98	Reno, NV	IV	VMC	None	Taxiing	Taxiing	Lancair was holding short for take-off, Hawker Sea Fury taxied into his tail!
5/8/99	Butte, MT	IV	VMC	None	Landing	Landing	Pilot was practicing short field approaches with high rate of descent, landed hard and collapsed left main, wing struck runway "markers".
5/11/99	Tallassee, AL	320	VMC	Fatal (1)	Take-off	Stall/spin	Pilot took off to do a low pass over the runway, during climb out after take-off nose pitched up, aircraft stalled and spun in, engine continued to run at high RPM to impact.
6/25/99	Hamilton, OH	235	VMC	Minor	Landing	Crosswind	Landing with relative 100 degree 7-knot crosswind, insufficient rudder authority, pilot rolled left to avoid hangar, wingtip struck ground and aircraft cart-wheeled in.
8/12/99	Aspen, CO	IV-P	VMC	None	Landing	Tail Wind	Landed long with a 10-knot tailwind, ran off end of runway, density altitude was over 9,200'.
12/12/99	Sterling City, TX	235	VMC	None	Forced landing	Prop failure	Wood propeller lost in flight due to over-torquing and fatigue of attach bolts, aircraft struck power lines during forced landing and hard-landed on road.
4/29/00	Redding, CA	235	VMC	None	Take-off	Crosswind	Taking off in gusting crosswind, pilot ran out of rudder authority to compensate and lost control, veering off runway.
6/8/00	Bountiful, UT	IV	VMC	Minor	Descent	Fuel	Descending from 10,500' to 6,500' (1,300 agl) pilot pulled power back to 15", when he applied power to level off no response, clipped power lines with the tail on approach to an open field, pilot suspected engine was flooded.
7/4/00	Hot Springs, SD	235	VMC	None	Take-off	Tail Wind	Wind shifted between weather briefing and take-off, pilot did not check windsock before taxiing, attempted take-off with 8 knot tailwind, ran off end of runway, density altitude was 4613'.
8/10/00	Chiloquin, OR	235	VMC	None	Forced landing	Engine	During cruise engine began running rough, pilot made precautionary landing and had timing adjusted, took off for test flight and engine began running rough again, unable to make airport, pilot landed on the back of a semi on the highway, engine torn down and found to have fractured crankshaft between #3 and #4 crankpins, O-290-G engine was originally from a ground power unit and not certificated for flight.
8/15/00	Artesia, NM	IV	VMC	None	Take-off	Take-off	Upon lift-off aircraft entered a steep bank to the right at 20' agl, right wing contacted the ground, aircraft impacted ground and gear collapsed.

8/20/00	Moraine, OH	IV-P	VMC	Serious	Approach	Landing	Aircraft struck a 15' levee 50' short of the threshold of the intended runway, pilot was unaware of levee or 225' displaced threshold, said he could not see runway markings due to pitch attitude of aircraft, pilot had 127 hrs. in the accident aircraft.
8/31/00	Bend, OR	320	VMC	None	Landing	Crosswind	Landing in gusting winds, aircraft ballooned, pilot "added some power" but aircraft settled back down off the side of the runway, prop struck the ground and gear collapsed.
9/27/00	Kernville, CA	360	VMC	None	Landing	Landing	Aircraft dropped to the runway from 5 feet, bounced and veered off runway striking some large rocks and sheering left main.
3/4/01	Marana, AZ	ES	VMC	Minor	Forced landing	Engine	During cruise pilot noticed smoke coming out of cowlings, initiated precautionary landing, prop would not respond to power increases, aircraft nosed over in off-airport landing. Aircraft was equipped with a marine conversion V-8 with belt drive, belt had melted due to overheated bearing in belt-drive unit.
5/6/01	Valpariso, IN	320	VMC	Fatal (1)	Take-off	No/Low Lancair Time	Aircraft accelerated slower than normal on take-off, was pitching up and down as it slowly climbed to about 200', rolled left and nose-dived to the ground, was pilot's third flight since completing plane, no other Lancair time.
5/28/01	Bennett, CO	IV-P	VMC	Minor	Forced landing	Power Loss	Lost oil pressure in cruise, forced landing into field, gear buckled and right wing sheered, starter adapter drive shaft had fractured allowing oil to be pumped overboard.
6/16/01	Flagstaff, AZ	IV-P	Night VMC	Fatal (1)	Landing	Fuel	During approach after a 4-hour cross-country pilot advised tower he would not make the airport and crashed 2 miles out. Previous owner of the aircraft said there had been problems filling tanks to design capacity 80 gallons. It was determined that no vent had been installed in the right wing tank.
7/6/01	La Junta, CO	360	VMC	None	Landing	Gear	Gear was lowered and indicated "green" but retracted on landing, "up" relay was found to be electrically "hot," a mouse nest was found in the center console among the wiring to the gear and flap motors.
7/11/01	Kissimmee, FL	IV	VMC	Fatal (1)	Take-off	Maneuvering	Took off for pattern work, turning to downwind aircraft slowed rapidly, "made a couple of abrupt moves side to side," veered away from the airport and nose-dived into the ground.
7/23/01	Fryeburg, ME	IV-P	VMC	None	Forced landing	Power Loss	Engine lost power during cruise, pilot did not get gear down in time during stretched glide to airport, aircraft bellied in, found paper towel in intake manifold and pieces of paper towel in turbocharger, engine inspection and cleaning had occurred just prior to accident flight.
7/27/01	Charleston, N.Y.	320	VMC	Serious	Maneuvering	Low Pass	Pilot made several low passes over friend's private airfield, during steep turn back to airport descended into trees.
7/31/01	St. Mary's, GA	360	IMC	Fatal (2)	Maneuvering	Loss of control in IMC	Student and CFI on IFR flight plan at 6000' talking to ATC, dodging heavier build-ups, entered a squall line off-shore, radar showed rapidly descending turn followed by crash into ocean.
8/17/01	Placerville, CA	350	VMC	Fatal (2)	Maneuvering	Low Pass	Pilot made a low pass over his home then crashed in neighbor's yard for unknown reasons. Pilot was a 15,000 hr. ATP.
12/5/01	Tecumseh, MI	235	VMC	None	Take-off	Crosswind	Taking off in gusting crosswind, wing contacted runway and pilot lost control.

5/16/02	Hattiesburg, MS	Super ES	VMC	Fatal (2)	Take-off	Power Loss	During a touch-and-go, witnesses heard a popping sound, saw aircraft in steep right turn, following 3 more rapid pops aircraft nosed down into wooded area and exploded. Pilot had traces of marijuana in blood and urine.
7/13/02	Sedona, AZ	320	VMC	None	Landing	Crosswind	During crosswind landing left wing contacted ground, followed by prop and nose.
8/15/02	Iola, KS	320	IMC	Minor	Forced landing	Power Loss	On instrument approach, lost power, restart unsuccessful, landed in farm field, hit berm and nosed over.
10/15/02	Coeur d'Alene, ID	IV	VMC	Serious (1) Fatal (2)	Landing	Landing	Very experienced Lancair pilot unfamiliar with private 2200' x 40' runway with trees on either side, flew unstable final, touched down with right main off pavement and veered into trees.
11/5/02	Bozeman, MT	IV-P	VMC	Fatal (1)	Approach	Power Loss	On 5-mile visual approach after 3-hour-plus cross-country, pilot reported losing power, witness reported a steep right turn followed by steep dive into a field just short of a housing development. Fuel valve was found to be between detents.
11/21/02	Belverde, TX	IV-P	VMC	None	Landing	Landing	During third attempt to land aircraft departed runway under heavy braking 2,300' down a 3,000' runway, struck runway lights, ditch & fence.
12/20/02	Geelong, AUS	IV	VMC	Fatal (2)	Maneuvering	Stall/spin	Fifth flight since completion, performing stall sequences, failed to recover from stall/spin.
12/28/02	Payson, AZ	235	VMC	Fatal (1)	Aborted landing	No/Low Lancair Time	Pilot had just bought plane, no Lancair training, first flight, first and second landing attempts aborted, stall/spin on third abort.
12/30/02	Corona, CA	320	VMC	None	Forced landing	Engine	Lost oil pressure in cruise, forced landing on freeway, oil line had come loose, oil pumped overboard.
4/26/03	Wamego, KS	IV	VMC	None	Final	Landing	S-turning on short final for spacing behind slower aircraft, inadvertently contacted runway while turning.
5/16/03	Allendale, SC	IV	IMC	Fatal (4)	Cruise	Loss of control in IMC	IFR cross-country, maneuvering to avoid thunderstorms, broke up in flight.
7/26/03	Page, AZ	235	VMC	None	Landing	Landing	On landing aircraft porpoised and landed hard on nose gear, which collapsed. Aircraft skidded on nose, fuel line broke and fire started.
7/27/03	North Las Vegas, NV	IV-P	VMC	Minor	Take-off	Take-off	After being warned of possible wake turbulence from preceding aircraft, pilot attempted take-off and lost control, landing hard and collapsing gear.
7/30/03	Fort Payne, AL	235	VMC	Minor	Landing	Engine	After local flight of unreported duration, engine quit on final, crashed into trees.
8/1/03	Oshkosh, WI	360	VMC	None	Landing	Landing	During EAA convention, RV had just landed on right side of runway, Lancair was landing on left side of runway per ATC instructions, RV turned left in front of Lancair and the two collided.
8/7/03	Vancouver, WA	360	VMC	None	Forced landing	Engine	Climbing out after take-off pilot noticed a puff of smoke from cowl, elected to return to airport, reduced power to descend and did 180, then added power to level off for traffic pattern, engine didn't respond, landed on nearby road and struck rear of garbage truck, aircraft burned after pilot exited.

9/2/03	Manassas, VA	IV-P	VMC	None	Take-off	Take-off	Pilot distracted by copying complex IFR clearance during pre-take-off check, forgot to extend flaps to take-off position, during rotation aircraft settled back on runway, drifted off the right side of the runway and struck a sign, came to rest upright in grass.
9/19/03	Kimberling City, MO	Legacy	VMC	None	Take-off	Take-off	Pilot had placed temporary paper cover on pitot tube with no flag. Forgot to remove prior to flight. During attempted take-off from 2,600 ft. runway with trees at departure end, noticed abnormally low airspeed, continued to accelerate and rotate, got aural AOA warning, decided to abort, could not stop before hitting trees.
10/20/03	Knoxville, TN	360	VMC	Serious (1) Fatal (1)	Forced landing	Loss of Power	Immediately after take-off engine began to run rough, as pilot maneuvered to return to airport, engine quit, plane crashed into rocky embankment a few yards short of runway.
11/10/03	Memphis, TN	235	VMC	None	Forced landing	Loss of Power	Immediately after take-off engine lost power, pilot landed on highway adjacent to airport.
2/17/04	Mesa, AZ	IV-P-T	VMC	Fatal (2)	Maneuvering	Stall/Spin	Turbine IV-P on third test flight. Pilot witness saw aircraft in a flat spin before impact.
4/7/04	Novalato, Mexico	IV-P	VMC	Fatal (3)	Maneuvering	Stall/Spin	Mexican owner purchased American-built IV-P, receiving qualification instruction from an American CFI using an interpreter, witnesses reported stall/spin.
4/23/04	Memphis, TN	Legacy	IMC	Fatal	Cruise	Loss of control in IMC	Pilot was being vectored by ATC to avoid thunderstorms. ATC issued a recommended heading through a band of cells which pilot followed, ended up flying into a Level 5 cell and losing control. Aircraft was seen in a descending right turn before disappearing from radar. Wreckage indicated aircraft was intact when it struck the ground. Editorial note: a person familiar with this airplane reported on the LML that the only attitude indicator this plane had was the Dynon D-10, for which, according to Dynon, “maximum rates of change in attitude are limited to 150 degrees/second in roll, pitch, and yaw. Aircraft maneuvers outside this envelope may result in an inaccurate display and a warning message is shown. The instrument will return to specified accuracy within 10 seconds after the aircraft returns to coordinated flight with rates of change in attitude of no more than 4 degrees/second.”
5/15/04	Grand Canyon, AZ	IV-P	VMC	Fatal (4)	Maneuvering	Stall/spin	Aircraft fell out of the sky during sight-seeing flight over Grand Canyon. Witnesses reported aircraft in spin prior to impact. Pilot and three adult pax. Possible over-gross/aft CG situation with accelerated stall during maneuvering.
5/31/04	Vermontville, MI	IV-P	IMC	Fatal (3)	Cruise	Loss of control in IMC	IFR cross-country, pilot reported unable to maintain altitude, witness reported seeing plane in flat spin just prior to impact. Radar review showed aircraft entering an area of Level 6 precip followed by rapid descent. ATC never advised pilot of the Level 5 & 6 cells.
6/13/04	Hays, KS	235	VMC	None	Landing	Crosswind	Departed runway on landing roll-out due to loss of control in 30 degree crosswind, 23 kts. gusting to 28 kts.
7/12/04	Pacoima, CA	360	VMC	None	Landing	Tail Wind	Pilot acknowledged a 10-knot tailwind warning, touched down 1,800' down a 4,125' runway, locked brakes on the last 400' of runway, ran off end into fence.

8/1/04	Madison, WI	Legacy	VMC	Fatal (1)	Forced Landing	Engine failure	Supercharged Legacy leaving Oshkosh, pilot previously commented to others he had been seeing high engine temps, reported engine problems to ATC 10 minutes into flight at 12,000', diverted to Dane Co. Regional Airport 10 miles away, failed to make airport, crashed and burned after hitting light pole during engine-out approach to a grassy strip adjacent to a street. Engine teardown revealed one piston burned through and other heat damage not related to post-crash fire. Pilot overflew another airport enroute to Dane Co.
8/27/04	Houston, TX	320	VMC	None	Take-off	Take-off	Pilot reported he over-rotated on take-off, aircraft settled back onto runway drifting left due to right quartering crosswind, struck edge lights, taxiway sign and culvert, nose gear collapsed.
9/3/04	Chewelah, WA	320	VMC	Minor (2)	Maneuvering	Engine failure	Pilot reported this was first flight after engine rebuild, orbited over airport at 75% power for 30 minutes, maneuvering for landing, lowered gear and smelled strong odor of fuel, engine sputtered and quit, couldn't make runway, crash-landed in open field.
9/4/04	Port Townsend, WA	360	VMC	None	Landing	Landing Gear	On sixth touch-and-go, pilot forgot to lower gear.
9/10/04	Orange, TX	360	VMC	Fatal (1)	Maneuvering	Stall/spin	CFI witness reported seeing aircraft doing a low pass over airport with gear down (unknown reason), followed by pull up, and then what appeared to be a power-on stall, recovery, then high speed impact with terrain.
9/12/04	Cambridge, OH	Legacy	VMC	None	Maneuvering	Structural Failure	Upper skin of left stub wing departed aircraft while in a left turn, aircraft landed safely. Examination showed poor bonding between skin and wing structure.
10/26/04	Sylvester, GA	IV-P-T	VMC	None	Landing	Loss of Power	Turbine IV-P entering downwind for landing, pilot added power to arrest descent, engine did not respond, plane crash-landed short of runway and skidded into parked aircraft on ramp.
11/20/04	Las Cruces, NM	360	VMC	None	Take-off	Loss of Control	Pilot reported that as he rotated for take-off, the aircraft "turned right" and departed the runway. The left main and nose gear were sheared off and the left wing "bent" aft. No wind information provided.
1/5/05	Sacaton, AZ	235	VMC	Fatal (2)	Maneuvering	Stall/spin	Witness reported watching the plane doing maneuvers when it "zoomed up" in a nose-high attitude, a wing dropped and the plane entered a spin from which it did not recover prior to impact.
1/12/05	El Cajon, CA	235	VMC	Serious (1) Fatal (1)	Landing	CFIT/O	Aircraft on short final for landing struck the airport perimeter fence 500' short of the runway and impacted the ground. A passenger survived. She said the pilot did not make any comments about the approach that indicated any concern.
4/8/05	Bend, OR	Legacy	VMC	None	Landing	Landing Gear	Pilot forgot to lower gear for landing.
5/1/05	Nacodoches, TX	Legacy	VMC	None	Maneuvering	Loss of Power	While maneuvering at 700-800' agl, engine lost power. Pilot "traded airspeed for altitude" and attempted to regain power, but was unable. Pilot attempted a landing in an open field. As the plane touched down the main gear sheared off and the plane skidded to a stop. A post-crash fire consumed the plane after the pilot and passenger exited the plane. Plane had accumulated 30 hours since completion.

8/9/05	Sundre, Alberta, Canada	IV-P-T	IMC	Fatal (2)	Cruise	Loss of Control in IMC	IFR cross-country, flew into an area of strong storms, broke up in flight.
8/14/05	Groveland, CA	Legacy	VMC	None	Cruise	Fuel Exhaustion	Pilot believed he had 18 gal. fuel on board upon departure for a trip he calculated would require 8 gal. Engine quit 6 miles short of destination, pilot made gear-up landing in an open field. It was determined the fuel tank sensors were improperly calibrated.
8/15/05	Madras, OR	Legacy FG	VMC	Fatal (2)	Maneuvering	Stall/spin	Witnesses reported hearing a sputtering engine and seeing the plane in a spin prior to impact.
10/14/05	Rootstown, OH	235	VMC	Fatal (4)	Cruise	Mid-air	Lancair on short cross-country collided with a Cessna 172 on an instrument instructional flight. Pilot and pilot-rated passenger in Lancair and private pilot instrument student and CFII in Cessna died in resulting crashes.
11/27/05	Martha's Vineyard, MA	360	VMC	Fatal (1)	Take-off	Take-off	On initial climb-out after taking off for second test flight after completion, pilot reported a problem and attempted to return for landing, crashed into trees 200 feet outside airport fence.
12/13/05	Medina, OH	235	VMC	None	Landing	Landing	Landing on runway with snow and ice patches, pilot lost directional control and impacted banked snow on side of runway. Pilot had 11 hours in the aircraft.
12/24/05	Ramona, CA	320	VMC	Minor (2)	Forced Landing	Loss of Power	Pilot had just purchased aircraft 2 days prior to the accident. Returning from 1 hour cross-country, descending from cruise altitude of 8,500' to airport landing pattern (2,400'), pilot pulled throttle back to 15" and prop to 2300. At approx. 6,000' and 14 miles from airport, pilot configured aircraft for landing, including going to full rich mixture while continuing descent. Passing through 4,000', noticed MAP and RPM decreasing, pilot made quick attempt to recover power, then looked for emergency landing area. Landed in a rocky field with gear down. Nose gear sheared and apparently ruptured a fuel line. Aircraft caught fire and was destroyed after pilot and passenger exited with minor injuries.
1/28/06	Santa Ynez, CA	360	VMC	Fatal (1)	Landing	Uncontrolled descent	Aircraft returning from local flight, pilot broadcast on CTAF he was "on the 45," less than one minute later plume of smoke was observed 1 mile southwest of airport (rwy. 8-26). Aircraft had crashed in steep nose-down attitude. Pilot was one of the highest time LNC2 builder/pilots of the bunch.
2/6/06	Thermal, CA	360	VMC	None	Forced Landing	Engine Failure	While maneuvering at 2,000' agl during a BFR, pilot stated "part of the engine came out through the cowl." Pilot diverted to Thermal airport but was unable to make the field. Struck power lines while landing on a highway, hard landed.
4/5/06	Bankstown, AU	360	VMC	Fatal (1)	Take-off	Loss of Control	Aircraft was observed making a right turn following take-off, aircraft descended in turn and impacted ground.
4/6/06	Lakeland, FL	320	VMC	None	Landing	Landing	Aircraft hard-landed and broke off left main, veering into a ditch.
4/14/06	Belgrade, MT	IV-P-T	IMC	None	Approach	Engine Failure	During instrument approach the quill shaft between the gear box and power section of the turboprop engine failed and torque was lost. Aircraft crash-landed short of airfield and burned due to a stack fire.

4/24/06	Charleston, SC	360	VMC	Fatal (1)	Take-off	Loss of Power	After third touch and go, aircraft was observed entering cross-wind turn, then was observed in a 90 degree left wing down roll, followed by the nose falling through and dive to the ground. There was some question as to whether the aircraft had been refueled after having been de-fueled for a new weight & balance. There was no fuel smell at the crash scene, and no fire.
5/8/06	San Diego, CA	IV-P-T	VMC	None	Landing	Landing	Gear was lowered on approach to landing with "3 green." Immediately following, a total electrical power failure occurred. Pilot initiated a go-around and switched to back-up power. Gear lights now indicated left main not locked. Tower said there appeared to be 3 down. Upon touchdown, left main folded. Pilot stated he should have manually pumped the gear down to get it into locked position.
5/10/06	Somerset, PA	IV-P	VMC	Fatal (2)	Take-off	Fuel	Aircraft had just completed its 25-hour fly-off and was being ferried to its owner. Left-seat pilot was a 2,500 hr. commercial pilot with 500 hrs. in LNC4s and was the lead instructor in the Lancair-approved training program for Lancair pilots. Right-seat pilot was 5,600 hr. commercial pilot. Witnesses reported extensive ground checks and run-ups by the crew prior to take-off. Upon take-off, aircraft was trailing heavy black smoke and engine began sputtering. At tree-top altitude aircraft entered a high angle-of-attack left yaw, then dove to the ground. EFIS data showed fuel flow during take-off 20% above maximum, which during simulation after the accident, triggered an "ENGINE" warning light on the EFIS panel. It was observed that the high/low boost switch was positioned next to the "Nav" light switch and could be easily activated when activating the nav lights. Engine teardown revealed all plugs dark and sooty. NTSB probable cause: The pilot's failure to maintain sufficient airspeed after takeoff to preclude a stall, which resulted in a loss of control. Factors associated with the accident are the inadvertent stall, the loss of engine power due to the pilot's inadvertent activation of the high pressure auxiliary fuel pump, and the pilot's failure to abort the takeoff after receiving abnormal engine and fuel flow warnings on the primary flight display.
6/2/06	Montgomery, NY	360	IMC	Fatal (1)	Approach	Loss of control or CFIT	Aircraft on ILS approach, impacted wooded terrain 4 miles from airport.
6/8/06	Provo, UT	IV-P-T	Night VMC	Fatal (3)	Landing	CFIT	Aircraft was on a night VMC/VFR approach over water to Rwy. 13. Aircraft was on runway heading 750' above TDZ 1.5 miles from threshold at 210 kts. Per EFIS, pilot adjusted prop to a high drag setting and began a descending right turn. Aircraft began to slow while descending. Last data point showed aircraft in right turn heading 322 degrees, airspeed decreasing through 123 kts, altitude 4,567' and descent rate of 1,300 fpm. Elevation of the lake surface is 4,489'. Aircraft impacted water.
8/4/06	Omaha, NE	IV-P	VMC	None	Forced landing	Loss of Power	Aircraft suffered loss of power during take-off and during forced landing collided with a taxiing Piper Cherokee.

8/22/06	Helena, MT	IV-P-T	VMC	Minor	Forced landing	Engine failure	During touch and go's pilot over-torqued and over-tempered the turbine, causing catastrophic engine failure, force landed in a field. Pilot stated he should have installed torque-limiter.
10/22/06	Scappoose, OR	320	VMC	None	Landing	Loss of control	During local flight, aircraft lost electrical power. Pilot returned to home airport and followed an aircraft on approach. Due to that aircraft's delay in exiting runway, pilot added power for go around and, by his own admission, failed to adequately counter torque with rudder, allowing the aircraft roll left, causing left wing to contact the ground and cart-wheel the aircraft.
11/6/06	Dalton, GA	IV-P-T	VMC	Fatal (1)	Forced landing	Loss of power	Aircraft enroute on an instrument flight plan, pilot advised ATC he was descending without engine power and requested vector to nearest airport. 5 miles out pilot reported he could not make airport and would land on a road. Witness reported aircraft in a steep right bank trying line up with the road. Right wing-tip contacted road and aircraft cart-wheeled in.
1/23/07	Guntersville, AL	360	VMC	None	Taxi	Engine fire	After landing pilot smelled burning fiberglass while taxiing in, then observed smoke and fire coming from the cowl. Aircraft was shutdown and pilot egressed. Aircraft was substantially damaged. Builder had used plastic automotive fuel hose in plumbing the fuel system.
4/2/07	Los Angeles, CA	320	VMC	None	Take-off	Loss of power	Aircraft impacted airport perimeter fence after a rejected take-off. Pilot reported a loss of power during take-off. Number 2 injector was found to be fouled.
4/9/07	Scottsbluff, NE	200	VMC	Fatal (2)	Maneuvering	Stall/spin	Pilot was giving local high school students rides in connection with their aerodynamics studies. Aircraft was observed maneuvering at approx. 1,000' agl with varying engine sounds. Nose of aircraft dropped sharply and aircraft spun one and a half times to the right before impact.
4/14/07	Fulton, NY	Legacy	VMC	Fatal (2)	Take-off	Fuel	Aircraft's first flight after completion. Immediately after take-off, witnesses reported engine noise "oscillating" and sputtering. Pilot was unable to maintain altitude and aircraft impacted a wooded area adjacent to the airport. Engine controls were found in the full forward position. There was no fire, but there was fuel odor present (both wing tanks were compromised in the crash). Inspection revealed no fuel in any fuel lines forward of the firewall. The FBO confirmed the aircraft had been fueled prior to the flight. Another Lancair owner at the airport reported he had been present when the builder/pilot of the accident aircraft attempted the first ground run of the engine, and there were difficulties in getting it running. There was a fuel spill of several gallons on the floor of the cockpit and inside the left wing root, emanating from a fitting in the fuel return line. The witness was not aware of how the leak was repaired. The multi-function engine display was sent to its manufacturer but no data could be recovered.

5/2/07	McAllen, TX	IV-P-T	VMC	Fatal (2)	Forced landing	Loss of power	Aircraft experienced a hot start prior to departure for this flight. After consultation with an A&P, pilot restarted aircraft and took off. Pilot reported to ATC a loss of power one minute into climb-out. Pilot attempted to land on a highway and struck concrete barriers in a construction zone. Aircraft was substantially damaged and was destroyed by a post-crash fire.
6/2/07	Parowan, UT	IV-P-T	VMC	None	Forced landing	Engine failure	Aircraft cruising at 26,000' when engine failed, pilot saw smoke emanating from the exhaust. Pilot performed an emergency descent to 12,500' and attempted restart, which was unsuccessful. Pilot diverted to nearest airport and performed a power-off approach and landing. Aircraft ran off the end of the runway and gear collapsed. Pilot stated he had been in and out of clouds during cruise. Engine inlet was not equipped with anti-ice.
6/15/07	Portland, OR	IV-P-T	VMC	Fatal (3)	Departure	Uncontrolled descent	Aircraft was climbing on course 6 minutes after take-off when radio and radar contact was lost. Last radar hit showed aircraft in a descending right turn. Witnesses reported aircraft exited cloud base at high speed in near vertical descent. Aircraft crashed in the back yard of a residence 12 miles from the departure airport.
7/20/07	Destin, FL	320	VMC	None	Forced landing	Prop failure	Outboard 10" of one prop blade departed in flight, pilot secured engine after violent shaking made control difficult, diverted to Destin airport in glide but was unable to make runway, hard landed.
8/1/07	Sylvan, KS	IV	VMC	Serious	Forced landing	Engine failure	Crash landing in farm field after engine failure due to oil starvation due to unsecured oil line to the wastegate actuator
9/11/07	Alabaster, AL	IV-P	VMC	Minor	Landing	Landing	Touched down 8 feet short of runway threshold, right main torn off by pavement edge, aircraft departed right side of runway and impacted ditch and trees.
10/13/07	Great Harbor Cay, Bahamas	IV	IMC	Fatal (1)	Cruise	UNK	Aircraft encountered "severe, severe turbulence" per pilot, entered descending right turn from 20,000 feet to 14,000 feet, then disappeared from radar. Aircraft pieces and a life raft with the plane's N-number were found in the water by the Coast Guard near the last radar hit.
2/08/08	Albany, OR	ES	VMC	Fatal (3)	Cruise Climb	Stall/spin	Aircraft climbing to cruise altitude of 13,000 feet after 1010 departure from Albany Municipal. Passing through 10,400 feet at 1017 pilot declared an emergency. Radar contact lost at 1018. Witness saw aircraft come spinning out of the cloud base at approx. 2,000 feet. Witness reported engine revving up and down during spin.
2/16/08	Portland, OR	Legacy FG	IMC	Fatal	Approach	Uncontrolled descent	After missing an ILS approach on first attempt, aircraft veered off course during second attempt and impacted a road 4500 feet from the approach end of the runway. Wx reported as wind calm, viz ¼ in fog, clouds broken 100 feet, broken 900 feet. The report did not mention whether the pilot had an instrument rating.
2/26/08	Temecula, CA	IV-P	VMC	Serious (2) Minor (2)	Forced landing	Engine failure	Pilot reported engine "just quit, no sputtering or surging" as he turned to final for landing. After switching tanks and turning on boost pump pilot could not restart. He selected a clear area and landed off airport. Landing gear collapsed on ground contact at 70 knots. 25 gallons of fuel were found remaining in the tanks.

4/2/08	Portland, OR	320	VMC	None	Landing	Electrical failure	Aircraft lost electrical power in flight, pilot returned to airport, gear was dropped per LNC2 procedures, gear collapsed 500-600 feet after touch-down.
4/13/08	Lakeland, FL	Legacy	VMC	Fatal (1)	Departure	Uncontrolled descent	Witnesses reported pilot struggling to secure canopy before take-off, a photo posted to LML showed the canopy open after take-off, witness reported a reduction in power, followed by the nose and left wing falling through with the plane disappearing behind a tree line, followed by a plume of smoke.
4/23/08	Mesa, AZ	IV-P	VMC	Fatal (3)	Take-off	Uncontrolled descent	On take-off as gear was retracting, tower controller advised the pilot that the aircraft was trailing smoke, no response from the pilot, aircraft made an abrupt climbing left turn, stalled, descended straight down into an orange grove and exploded. There were rumors of possible mis-fueling, but it was not mentioned in the NTSB report.
5/8/08	Snow Hill, North Carolina	IV-P	IMC	Fatal (2)	Cruise	Uncontrolled descent	Aircraft encountered unexpected icing, pilot requested descent, aircraft disappeared from radar soon after clearance to descend, aircraft impacted ground in typical flat spin attitude.
5/30/08	Murrieta, CA	Legacy FG	VMC	Fatal (2)	Forced landing	Fuel	Aircraft doing touch-and-go's, on downwind engine surged and quit, aircraft stalled and nosed in during aggressive turn toward runway. No evidence of fuel in or around aircraft after crash.
6/6/08	Alhambra, IL	IV-P	IMC	Fatal (1)	Cruise	Loss of Control in IMC	Pilot maneuvering to get around areas of heavy precipitation using Stormscope and ATC advisories. Pilot advised ATC he was "turning around," radar contact was lost, aircraft experienced in-flight break-up with wings being found 4,100 feet from fuselage.
6/8/08	Bend, OR	Legacy	VMC	None	Forced landing	Engine failure	During flight at 9,000 feet, engine oversped then quit, on dead-stick approach to Bend airport, touched down short of runway, sheered off main gear and slid down runway. Examination revealed a 4 inch diameter hole in the top of the case above the #3 cylinder.
6/18/08	Springfield, KY	IV-P	VMC	Fatal (1)	Forced landing	Engine failure	Pilot reported loss of oil pressure, crashed on approach to airport.
7/7/08	Hollywood, FL	IV-P	VMC	Fatal (1)	Take-off	Engine	After take-off at about 50 feet agl engine power was "interrupted," aircraft began steep left turn, at 80 degrees bank angle nose fell through, aircraft impacted in steep nose down attitude.
7/31/08	Oshkosh, WI	Legacy FG	VMC	Fatal (2)	Landing	Stall	Aircraft on short approach behind slower traffic, witnesses observed nose fall through followed by power up and roll to the right, aircraft impacted ground inverted.
8/1/08	Yakima, WA	ES	IMC	Fatal (2)	Cruise	Loss of control in IMC	Aircraft descended into cloud tops, possibly due to mountain wave activity, entered right spiral descent, broke up in flight..
8/11/08	Stafford, VA	IV-P	VMC	None	Cruise	Electrical fire	After take-off, pilot turned on stand-by battery switch to charge battery, immediately smelled and saw smoke filling the cockpit. Returned for immediate landing and discovered fire in the aft battery compartment. Determined regulators had not been properly mounted.
8/25/08	Vancouver, WA	360	VMC	None	Landing	Landing	On short final at 20 feet agl aircraft suddenly sank and hard-landed, collapsing main gear.

9/2/08	Camarillo, CA	Propjet	VMC	Minor	Landing	Engine failure	During cruise climb immediately after take-off pilot noticed loss of power and white smoke from the exhaust stacks, performed 180 and set up for a power-off approach to runway. Due to overrun barriers on the approach end of the runway, pilot maintained higher than normal approach speed and altitude, ran off the far end of the runway and nosed over.
10/18/08	Parowan, UT	Legacy	VMC	Fatal (1) Serious (1)	Take-off	Loss of control	Witnesses reported items flying out of the cockpit immediately after take-off, aircraft leveled off at about 400' agl, entered gentle descending left turn until wingtip contacted ground and aircraft cart-wheeled in. Post-accident investigation indicated canopy had not been latched. Autopsy of pilot indicated two painkillers present that would typically cause impairment.
11/2/08	Socorro, NM	Legacy	VMC	Minor (1)	Landing	Landing	High, fast approach, aircraft floated considerable distance down runway, ran off end and was substantially damaged.
12/29/0/	Owensboro, KY	360	VMC	None	Forced landing	Fuel	At some point during flight while switching tanks, the cotter pin in the fuel valve handle sheered but the pilot did not realize it, ran the tank dry and could not switch to full tank. Force landed into a field
1/1/09	Joliet, IL	360	VMC	Fatal (2)	Take-off	Uncontrolled descent	After a refueling stop on cross-country, aircraft stalled on take-off, impacting left wing down. Calculations showed aircraft to be slightly over gross and CG slightly aft of aft limit. Another pilot who departed about 2 hours before the accident aircraft reported that he had a moderate build-up of frost on his wings, which he wiped off before take-off. Accident aircraft took off after dark.
1/7/09	Iola, KS	IV	VMC	Minor (1)	Aborted Landing	Loss of power	On short final pilot observed aircraft landing opposite direction, pilot applied full power for go-around, as aircraft began to climb engine experienced complete loss of power. Aircraft hard-landed in the grass beside the runway and caught fire.
1/30/09	Longmont, CO	Legacy	VMC	Minor (1)	Take-off	Loss of control	Upon take-off pilot observed that canopy was not latched. Thinking he could not stop on remaining runway, he continued take-off and the canopy began oscillating up and down, causing significant pitch oscillations. Pilot flew pattern for a landing experimenting with speed and power settings to minimize pitch oscillations. Pilot stated aircraft was barely controllable on short final, impacting the ground short of runway.
3/28/09	Milton, FL	320	VMC	Minor (1)	Landing	Crosswind	Landing on Runway 18 with winds reported 210 at 10 kts. gusting 25, 10 ft. above runway wind gust kicked right wing up 30 degrees, left wing struck ground left of runway, aircraft cart-wheeled in.
5/22/09	Seligman, AZ	IV	VMC	Fatal (2)	UNK	UNK	Aircraft on cross-country from Hillsboro, OR to Scottsdale, AZ, 3 hours into flight, ATC lost contact, wreckage found the next day.
7/18/09	Santa Clarita, CA	IV	VMC	Fatal (2)	Maneuvering	Uncontrolled descent	Witnesses reported aircraft doing aerobatics at about 2000 ft. agl. Aircraft did a roll then a loop, during which the aircraft stalled and descended to the ground.
9/5/09	Louisa, VA	235	VMC	None	Taxiing	Collision	Tail-dragger Cessna taxied into the back of the 235, damaging horizontal stabilizer and empennage.

11/21/09	Watsonville, CA	Legacy	VMC	Fatal (1)	Cruise	Uncontrolled descent	Pilot declared emergency at 10,000 ft. stating he had lost engine power and was going to try to make Watsonville Airport. Pilot then stated he had a fire, was at 5,000 ft. and had the airport in sight. Aircraft crashed ¼ mi. short of the runway. Investigation determined engine had lost all oil due to a broken oil return line from the separator. Pilot had done all maintenance on the aircraft himself with no A&P or Repairman certificate (report did not indicate if he built the plane).
11/29/09	Torrance, CA	235	VMC	None	Taxiing	Collision	Tail-dragger Travel Air taxied into tail of stationary Lancair as Lancair was preparing for taxi in front of his hangar.
3/15/10	Hilton Head, SC	IV-P	VMC	Fatal (1)	Forced landing	Collision with pedestrian	Aircraft lost propeller while in cruise flight, made power-off landing on beach with wind screen covered in oil and no forward visibility, struck a pedestrian on the beach. Prop separated due to fatigue cracks in the crank flange due to an apparently unrecorded prop strike.
6/25/10	Burns, OR	Legacy	VMC	None	Take-off	Crosswind	Taking off on Runway 30, upon lift-off aircraft rolled right and wing contacted runway and aircraft impacted ground. A routine aviation weather report (METAR) for the departure airport, issued at the time of the accident, reported winds from 170 degrees at 20 knots, gusting to 32 knots with squall conditions.
6/27/10	Caldwell, ID	IV	VMC	None	Start-up	Engine fire	Upon start-up, pilot notice odor like burning plastic, within 30 seconds he observed smoke emanating from the engine area. He shut down the engine and notice flames at the bottom of the cowl. Investigation showed a fitting on a hydraulic pump had backed off and sprayed hydraulic fluid on the right exhaust manifold. The annual condition inspection had been performed on the aircraft 2 flight hours previously.
7/27/10	Spokane, WA	360	VMC	Minor (1)	Landing	Loss of control	Pilot was experiencing electrical problems during approach and landing and was unsure gear was down. While maneuvering for landing the aircraft went into an uncommanded left roll which the pilot could only control by reducing power. Aircraft stalled on short final and impacted short of the runway. Damage to landing gear indicated partial extension.
9/2/10	McMinnville, TN	320	VMC	Minor (1)	Take-off	Loss of control	Pilot took off with canopy only partially latched. While attempting to latch canopy pilot allowed aircraft to descend and impact ground.
11/29/10	Hubbard, OR	360	VMC	Fatal (1)	Take-off	Uncontrolled descent	Upon take-off aircraft entered a slow roll to the left, reaching 90° angle of bank, aircraft descended into terrain. Gear remained extended during entire flight. Autopsy revealed levels of cough-suppressant and antihistamines that would have been impairing. Pilot did not have valid medical certificate, as his last application (9/11/08) had been denied due to heart problems and post-traumatic stress syndrome..
12/25/10	Troy, MI	Legacy	VMC	None	Landing	Loss of control	Prior to flight pilot received WX briefing with no reports of icing enroute. During flight aircraft picked up 6-10 mm of ice in spite of an "operable" de-ice system. Pilot maintained higher than normal airspeed on approach, but over the threshold experienced an uncommanded roll to the left, with the left wing striking the runway and the aircraft cart-wheeling.

2/13/11	Dawsonville, GA	320	VMC	None	Maneuvering	Loss of power	While in maneuvering flight engine began to lose power. Pilot had just transferred fuel from wing tanks to header tank 10 minutes previously. Pilot went through restart procedures but was unable to recover power. Force-landed on a roadway with substantial damage to left wing, prop and rudder. Upon FAA inspection, aircraft was restarted on ground with no anomalies.
2/26/11	Milford, UT	360	IMC	Fatal (1)	Cruise	Loss of control in IMC	VFR on-top on VFR flight plan, pilot reported to ATC having engine problems, requested vector to nearest airport. Pilot (not instrument rated) soon reported having trouble controlling the airplane, but about a minute later reported being stabilized. ATC asked the pilot if he was IMC, but as pilot began to respond, transmission was cut-off and ATC radar indicated rapid descent, and then aircraft disappeared from radar. Wreckage was found near the last radar hit.
4/3/11	Chesapeake, VA	360	VMC	Fatal (2)	Take-off	Uncontrolled descent	After take-off at about 200' agl engine began "sputtering" or "back-firing," aircraft entered a steep right turn and began losing altitude, after about 90° of turn, nose dropped, aircraft rolled inverted and impacted ground. Pilot witness said aircraft entered a "classic stall/spin."
4/8/11	Tempe Bar, AZ	320	VMC	Minor (1)	Cruise	Loss of power	During cruise flight engine began to gradually lose power. Pilot performed engine recovery procedures but continued to lose power, reaching "idle" at about 400' agl. Aircraft substantially damaged in forced landing.
4/15/11	Baltimore, MD	320	VMC	None	Landing	Landing	After high and fast approach, upon touch-down aircraft bounced twice and veered hard left before coming to a stop. Nose gear separated, left main forced up through wing, right main folded. Pilot stated he should have gone around after first bounce.
5/2/11	Kansas City, MO	Legacy	VMC	None	Landing	Landing	Pilot had been cleared to land on runway 1L, touched down in the grass area between parallel taxiways A and B and struck a sign. Pilot stated he should have aborted poor approach and should have familiarized himself with the airport layout before arrival.
5/6/11	Richlands, NC	Legacy	VMC	Fatal (2)	Approach	UNK	During descent from cruise for approach to landing in VMC, pilot declared emergency due to low fuel pressure. ATC asked for fuel remaining and pilot reported one hour. ATC gave vector to airport and pilot reported airport in sight. No further contact. Wreckage was found 3 miles from airport.
5/18/11	Pioneer, CA	Legacy	VMC	Fatal (1)	UNK	UNK	Aircraft reported missing during flight from Minden, NV to Tracy, CA. Wreckage located in mountainous terrain at 6,500'. VMC conditions were being reported for time and route of flight, however a local witness reported a line of strong storms in the vicinity.
5/21/11	Albuquerque, NM	320	VMC	None	Landing	Crosswind	Landing to the southwest with a 16 kts. cross wind, wind suddenly shifted to the north and gusted to 36 kts per ATCT. Pilot attempted to abort landing but touched down, bounced three times and yawed until nose and right main folded. Rain squalls were in the vicinity of the airport.

6/12/11	Azle, TX	360	VMC	Serious (1)	Cruise	Loss of power	Aircraft recently completed, on a local test flight. During cruise engine began losing power. Pilot unsuccessfully attempted power recovery, engine quit on final to a forced landing to a field. Aircraft substantially damaged on hard landing. No info on cause of loss of power.
6/30/11	Yukon, OK	320	VMC	Fatal (1)	Approach	Uncontrolled descent	7 mile repositioning flight, witnesses at departure airport reported engine sounding like it was running rough on take-off. At arrival airport witnesses heard rough-running aircraft approaching airport. As aircraft turned from base to final, bank angle increased to nearly 90*, nose fell through and aircraft spiraled to the ground.
7/3/11	Port O'Connor, TX	IV-P	VMC	Fatal (2)	Take-off	Uncontrolled descent	Climbing out after take-off, aircraft made a "sharp" 180 and began descending as if returning to the airport. As the wings rolled level, aircraft made a "snap roll" and spun into the water.
8/20/11	Hammonton, NJ	IV-P	VMC	Fatal (1)	Maneuvering	Mid-air Collision	Yak doing aerobatics in a NOTAMed but uncontrolled aerobatic box, Lancair cruising at 3,500', aircraft collided and both crashed. Yak pilot parachuted and survived. Witnesses said neither aircraft took evasive action.
8/25/11	Heath, Ohio	235	VMC	Fatal (1)	Take-off	Loss of control	Pilot's first flight since purchasing aircraft from builder. Witnesses reported on take-off aircraft was very unstable with large oscillations in both pitch and roll. Upon reaching approximately 150', aircraft banked sharply to the left and descended into trees. Witnesses said engine sounded normal through entire flight.
2/3/12	Boise, ID	IV-P-T	VMC	Fatal	Take-off	Loss of control	Pilot reported he was going to stay in the pattern. Upon initial lift-off and climb to about 5-10', aircraft then touched back down and pilot reported he had a problem and was going to taxi back and check it out. After seven minutes the pilot reported he was ready for take-off and was cleared. After climbing to 100-200' agl the aircraft commenced a steep turn to the left and the pilot announced he was "coming back in." The aircraft rapidly rolled 360 degrees while descending into the ground in a nose-low attitude.
3/1/12	Belen, NM	Legacy	Night VMC	Fatal (2)	Take-off	Collision with power lines	Aircraft collided with power lines 25' agl after take-off from airport 1.2 miles away. No further info.

4/14/12	Hudson, KY	200/235	VMC	Fatal	Forced landing	Loss of control	Accident pilot (AP) reported electrical issues to fellow pilot (FP) during a "fly-out" for coffee. AP could not get aircraft started for return flight. Returned to home airport with FP to re-charge battery. Returned to fly-out airport and replaced battery. AP told FP if he could get aircraft started, he would return to home airport with gear extended and using hand-held radio. FP advised AP to make sure ammeter showed positive charge, which AP "blew him off." Aircraft started and AP took off with no run-up or pre-take-off checks. FP took off to follow AP home. During flight AP told FP he was going to land in a field. AP then said, "I'm going in hard." FP then heard an ELT, but could not locate the crash scene. Investigation showed the accident aircraft had touched down in a harvested cornfield with flaps up and gear down, nosed over and tumbled. Examination found that the battery connector on the positive cable was corroded and marginally conductive. The header tank relied on electric pumps to feed from the wing tanks. It was concluded that due to complete electrical failure, fuel could not be transferred to the header tank and forced a landing. Gear could not be retracted nor flaps extended due to electrical failure, and aircraft touched down on plowed terrain at higher than normal landing speed, reducing survivability of crash-landing.
4/23/12	Sisters, OR	Propjet	VMC	Fatal (2)	Maneuvering	Loss of control	Aircraft on instructional flight out of Redmond, OR. Radar trace showed aircraft maneuvering at 10,500'. During a 360-degree turn aircraft climbed to 11,700' and airspeed decayed from 270 mph to 130 mph. Aircraft then entered a near vertical descent into terrain 8,600' below.
5/1/12	Durango, CO	Legacy	VMC	None	Landing	Cross-wind	Pilot reported that on short approach aircraft began drifting right of centerline. During attempt to correct, aircraft stalled at 5-10' above runway and landed hard, causing separation of the empennage section.
6/17/12	Adelanto, CA	320/360	VMC	None	Take-off	Take-off	Pilot reported he only used the final 1,300' of the 5,100' runway due to dirt and rocks on the first portion. During take-off and initial climb, aircraft did not perform as pilot expected and struck a fence at the end of the runway and crash-landed. Investigators calculated the density altitude of the 3,075' MSL airport to be 6,389' at time of take-off.
6/26/12	Monroe Center, IL	200/235	VMC	Fatal	Approach	In-flight fire	During approach for landing, pilot reported fire in the cockpit. Aircraft landed in a cornfield in a wings-level, slightly nose down attitude, but pilot was unable to exit prior to succumbing to smoke and burn injuries. Fire was found to have emanated from the area of the header tank. Last recorded annual inspection was 2005.

9/6/12	Winnsboro, LA	IV	VMC	Fatal	Landing	Stall during go-around	14,000-hour ATP doing flight testing of fuel system. Upon returning to airport, witnesses heard aircraft power up on short final for apparent go-around, but then engine sound decreased, nose pitched up, aircraft stalled and impacted nose-low. Pilot was killed by impact. Pilot had multiple health issues which NTSB concluded affected pilot's judgment and reactions. Inspectors also found that the fuel selector valve was difficult to operate due to swollen O-rings and may have distracted the pilot during go-around.
12/29/12	Lakeside, CA	IV-P-T	IMC	Fatal (3)	UNK	Loss of control in IMC	Aircraft climbing in IMC with flight following, but no flight plan or clearance. Nine minutes after take-off, witnesses reported the aircraft came spinning out of the clouds.
2/12/13	Williams, CA	320/360	VMC	Serious	Cruise	In-flight electrical fire	While cruising at 9,500, crew noticed a "burning electrical" smell. Pilot turned off master electrical switch and initiated an emergency descent. During descent, flames broke out behind the center panel. During forced landing aircraft struck roadside trees and a berm. Crew evacuate with serious injuries. Inspectors noted that the aircraft had been wired with "automotive" components and that the power feed from the solenoid to the master bus had shorted against a "metallic airframe component."
3/31/13	Winston-Salem, NC	Legacy FG	IMC	Fatal (2)	Forced landing	Loss of power	Cruising at 4,000' in IMC, pilot reported loss of fuel pressure. While being vectored to nearest airport, pilot reported smoke in cockpit and losing power. Aircraft descended into trees four miles short of airport.
4/13/13	Alexandria, LA	320/360	VMC	None	Landing	Aborted go-around	Pilot reported he was given revised landing instructions by tower on short final. In attempt to comply he landed long, decided to abort and powered up, then decided to land and ran off end of runway into fence.
8/12/13	Nucla, CO	320/360	UNK	None	Landing	Gear-up	Pilot reported after take-off could not get left gear retracted, cycled gear several times and got three-green and decided to land. All three gear collapsed on touchdown.