

4-2-22

Cozy4 N294MV Crash

March 30th I departed Ryan Field to continue Phase I flight testing. I need about 8 more hours to complete the 40 hrs required. The aircraft was performing well during the 32 hrs flown which included probably 40 landings. This flight took me overhead Casa Grande area and then to Marana. I landed at Marana for lunch.

I then departed Marana headed back to Ryan Field. I contacted the Ryan tower and was advised there was a plane ahead of me, but they were not sure where he was. I told the tower I had the traffic on my screen. The tower told me to do a 360 to the left and report over the ponds. I complied and called in over the ponds 7 miles out. The tower responded that he thought he had me in sight thru his binoculars. I was cleared for a right base for 24R and the other traffic was given 24L. I believe my base leg was a little further out than normal giving room for the traffic ahead to cross over to 24L.

I was descending at flight idle and getting ready to turn inbound when I heard a slight beeping in the headset and noticed the alternator light flashing. I then looked at the EMS and saw there was no RPM or MP. There was no roughness or noise associated with the loss of power. I immediately switched tanks and confirmed the boost pump was on. I tried using the starter since the prop was not windmilling, but to no avail. I realized I could not reach the runway, but tried to clear the trees. My last look at the airspeed showed 60 kts. I knew through the flight testing the canard would stall between 58 and 60 kts, so I could not stretch the glide any further. About then I felt the airplane contact the first tree. I rolled for a ways crashing though the trees, then airplane went over upside down. I released the seat belt and laid

there for a minute realizing I was not hurt. It was quite and I could hear the T&B running. Looking up I could see the panel was still powered up. I couldn't reach the master switch with my hand so I used my foot to turn power off. I was expecting to hear a vehicle or people approaching as I thought I had been laying there a long time. I tried kicking the canopy out on the copilots side, but was unable too. I then realized the canopy had a break in it on the pilots side. I was able to break pieces out to create a hole large enough to allow me to crawl out. Once out I notice the left strake fuel tank was compromised and fuel was running out. I got away from the airplane and started walking in the direction of the runway. About then I heard a couple of trucks pull up and saw it was guys I knew. It was another 10 or 15 minutes before the emergency crew arrived. The medics checked me out and then I stood around and answered questions for over an hour,

Everyone that responded was very helpful and considerate. A special thanks to Clo as she was extremely helpful.

Don Berlin
Owner/pilot
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