NTSB Identification: **CEN14FA399**
14 CFR Part 91: General Aviation
Accident occurred Thursday, July 31, 2014 in Oshkosh, WI
Aircraft: ZIMMERMAN BREEZY, registration: N3AZ
Injuries: 1 Fatal,1 Serious.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed. NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report.

On July 31, 2014, about 0857 central daylight time, an experimental amateur-built Zimmerman Breezy airplane, N3AZ, exited runway 36R at the Wittman Regional Airport (OSH), near Oshkosh, Wisconsin, and impacted parked vehicles east of the runway. A ground fire subsequently occurred. The pilot was fatally injured and the passenger sustained serious injuries. The airplane sustained substantial wing and fuselage damage. The airplane was registered to A Z Air Lease Inc. and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as personal flight. Day visual flight rules conditions prevailed for the flight, which did not operate on a flight plan. The local flight originated from OSH.

According to preliminary information from the Federal Aviation Administration (FAA), the Breezy was landing behind an airplane on runway 36R. The accident airplane touched down and appeared to bounce during the landing roll. The airplane subsequently exited the right side of the runway and impacted parked armored Oshkosh vehicles and a ground fire occurred where the airplane came to rest. First responders extinguished the fire and transported the pilot and passenger to local hospitals. The pilot subsequently died from the injuries sustained during the accident.

The pilot held a FAA commercial pilot certificate with airplane single-engine land, multiengine land, single-engine sea, glider, and instrument airplane ratings. The pilot held a third-class medical certificate.

N3AZ was an experimental amateur-built Zimmerman Breezy high-wing, propeller-driven, fixed landing gear, tandem two-seat airplane with serial number JD1. A review of the airplane's logbooks revealed that the airplane had accumulated a total time of 1,230.6 hours at the last condition inspection, dated July 10, 2014, which was endorsed by the airplane builder who held a repairman certificate for the accident airplane. The airplane was powered by a Lycoming O-235-C1 with serial number 5795-15. The engine data plate indicated that it was rated at 108 horsepower at 2,600 rpm. The logbook endorsement revealed that the engine had accumulated 94.2 hours total time at the last condition inspection.

At 0853, the recorded weather at OSH was: Wind 300 degrees at 6 knots; visibility 10 statute miles; sky condition clear; temperature 20 degrees C; dew point 16 degrees C; altimeter 30.00 inches of mercury.

OSH, located approximately two miles south of downtown Oshkosh, Wisconsin, was a towered airport, owned by Winnebago County, with a surveyed field elevation of 808 feet above mean sea level. The airport's primary runways are runway 9/27 (6,178 feet by 150 feet, asphalt) and runway 18/36 (8,002 feet by 150 feet). However, during AirVenture, permission has been granted to allow the use of its parallel taxiway as a runway. Runway 18/36 becomes 18R/36L and taxiway A becomes 18L/36R under special flight procedures that were effective from 0600 on July 25 to Noon on August 4, 2014. The Experimental Aircraft Association website, www.airventure.org, provided pilots with information about air traffic control procedures and aircraft movement on the ground.

Runway 36R was walked and no debris or separated parts were observed on the runway. The grass infield area east of runway 36R and north of the A4 taxiway exhibited a path of disturbed grass from the edge of the

runway through the infield in a northeast direction toward parked armored Oshkosh vehicles. An airport edge light consistent with a taxiway light was found separated from its base. The light's separated support stem was found on the ground in the disturbed grass path through the infield.

The airplane fuselage was found resting on its right side on the rear section of an armored Oshkosh vehicle parked in a grass area east of runway 36R and north of the A4 taxiway. This armored vehicle's rear passenger-side tire and chassis was charred and discolored. Other armored Oshkosh vehicles parked south of this vehicle exhibited witness marks that were oriented in the direction of the resting fuselage. Debris, consisting of pieces of fuselage frame tubing, a section of left main landing gear structure, and laminated wood shards, were located between the other armored vehicles and the airplane fuselage.

The airplane's right wing, engine, and right landing gear structure were found resting on the ground behind the charred rear passenger-side tire. The right wing was fabric was consumed by fire and its aileron control cables were traced to its bellcrank. The engine throttle linkage was intact and the mixture control was safety wired in the full rich position. The carburetor heat linkage was intact on the intake bracket. The wooden propeller hub remained attached to the engine propeller flange. However, its blades were not in place.

The left wing separated from the fuselage and was found about 25 feet north of the fuselage. Its aileron control cable ends were found outside the wing, separated in a broomstraw appearance consistent with overload. The aileron moved when the separated cables were pulled by hand. The empennage separated from the fuselage and the empennage was found about 55 feet north of the fuselage.

Flight control cables were traced and all observed breaks were consistent with overload. Examination of the engine controls cables revealed no pre-impact anomalies.

The wreckage was relocated and further examined. The engine was lifted by a hoist and a sparkplug was removed from each cylinder. The removed sparkplugs did not exhibit any anomalies. The propeller hub was turned by hand and all cylinders produced a thumb compression. The right magneto produced spark at its four distributor cap lead towers when its impulse coupling was rotated by hand. The left magneto exhibited internal heat damage when it was disassembled. It produced spark at its center electrode when its impulse coupling was rotated by hand. The carburetor fuel screen was removed and no debris was found in it. The gascolator housing exhibited a soot colored discoloration. Its bowl was not in place. All three wheels were rotated by hand and they exhibited no binding. The Hobbs meter indicated 1,251.3 hours.

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