

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN17LA081	01/21/2017 1445 EST	Regis# N39819	Kidron, OH	Apt: N/a
Acft Mk/Mdl BELLANCA 17 30-A		Acft SN 73-30491	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO 520 SERIES		Acft TT 3110	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: FRANTZ RICHARD H		Opr dba:		Aircraft Fire: NONE

Events

1. Enroute-cruise - Loss of engine power (total)
-

Narrative

On January 21, 2017, about 1445 eastern standard time, a Bellanca 17-30A airplane, N39819, conducted a forced landing near Kidron, Ohio. The pilot was not injured and the airplane was substantially damaged during the accident. The airplane was registered to and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time.

The pilot reported that he was on a personal flight, and had been airborne for about 40 minutes. He added that he was in cruise at about 2,600 ft above mean sea level (MSL) when he heard a "bang", and the engine started to shake and lose power. He turned towards an airport, but believed that the airplane was not going to make the airport, so he selected a field for the forced landing. During the forced landing, the left wing collided with a brush pile and the airplane impacted a stand of pine trees before coming to a stop.

Examination of the airplane on site, by the responding Federal Aviation Administration (FAA) inspector, found substantial damage to the airplane's fuselage and wings. The inspector also noted that the underside of the airplane and engine compartment had a coating of oil. Additionally, oil quantity was not present on the dipstick. An area was noted on the engine sump, that appeared to be an internal impact mark. Nuts holding the vacuum pump on the engine appeared loose.

The engine was separated from the airframe and shipped to the manufacturer's facility in Mobile, Alabama. The engine was examined by the National Transportation Safety Board and technical representatives from Continental Motors. After a visual inspection of the engine, an attempt to rotate the crankshaft was made; the engine rotated but with great difficulty.

Disassembly of the engine found only a small amount of oil in the engine sump, along with numerous metal pieces. Inspection of the oil filter element found small amounts of metal. The crankshaft's number five rod journal had heat damage and the connecting rod had separated from the journal. The number one and two rod journals were dry and heat damaged, but the connecting rods remained attached and showed signs of heat distress.

A review of the engine's maintenance records revealed the engine was overhauled in December 2008. The engine had accumulated about 263 hours since the overhaul. The records also indicated the engine's vacuum pump was replaced on December 23, 2016, and had accumulated 1.19 hours, at the time of the accident.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA528	09/09/2017 1400	Regis# N89732	Broomfield, CO	Apt: Rocky Mountain Metropolitan BJC
Acft Mk/Mdl CESSNA 152-NO SERIES		Acft SN 15282846	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-235-L2C		Acft TT 7241	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: HAROLD WAYNE WATERS		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Loss of control in flight
-

Narrative

The student pilot reported that, while landing in a "strong" crosswind, the airplane touched down on the center line of the runway, but then veered hard to the left. He attempted to correct by using rudder and aileron inputs, but over corrected and the airplane veered sharply to the right and exited the runway. He applied full throttle to abort the landing; however, the airplane veered left across the runway, then continued off the left side of the runway. The airplane continued down an embankment, the nose impacted an "upslope" on the far side of a ditch and the airplane came to rest inverted.

The airplane sustained substantial damage to the empennage and both wings.

The student pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system located about 1 mile from the accident site reported, about 15 minutes before the time of the accident, the wind was from 190° at 13 knots; and that about 15 minutes after the time of the accident, the wind was from 210° at 17 knots, gusting to 21 knots. The student pilot landed on runway 12R.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA284	05/05/2017 1430	Regis# N9268A	Taos, NM	Apt: Taos Rgnl SKX
Acft Mk/Mdl CESSNA 170-A		Acft SN 19029	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL O-300			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SERENDIPITY FLYING CLUB		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Landing - Loss of control on ground

Narrative

The pilot of the tailwheel-equipped airplane reported that, during the landing touchdown in a crosswind, a strong wind gust lifted the right wing. Subsequently, the airplane exited the left side of the runway, traveled down an embankment, and came to rest nose down.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

A review of recorded data from the automated weather observation station located on the airport reported that, about 15 minutes before the accident, the wind was from 280ø at 11 knots, gusting to 17 knots. The pilot landed on runway 22.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA513	08/30/2017 1100	Regis# N2982U	Belle Fourche, SD	Apt: Belle Fourche Muni EFC
Acft Mk/Mdl CESSNA 172-G		Acft SN 17254808	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-300 SER			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ROBERT L. MCNEW		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

3. Approach-VFR go-around - Loss of control in flight

Narrative

The flight instructor reported that, he was demonstrating a "full [aerodynamic] stall" landing for the student pilot in "stiff" gusting crosswind conditions. He added that, the airplane crossed the runway threshold at two feet, the stall warning sounded, and then a "strong [wind] gust lifted the aircraft to appx [approximately] 6 feet with the stall warning still sounding." He further added that, he immediately applied power to go-around, but the "gust died out." Subsequently, the left wing dropped, impacted terrain, and the airplane nosed over.

The fuselage, right wing, and vertical stabilizer sustained substantial damage.

The flight instructor did not report that there were any preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

An automated weather observation station, about the time of the accident, 17 nautical miles southwest from the accident site, reported wind from 110ø at 12 knots. The landing was on runway 36.

The flight instructor failed to submit the NTSB Form 6120.1 Pilot/ Operator Aircraft Accident/ Incident Report.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA373	06/25/2017 1130 PDT	Regis# N79938	Roseburg, OR	Apt: Roseburg Rgnl RBG
Acft Mk/Mdl CESSNA 172-K		Acft SN 17258265	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320		Acft TT 6111	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: LEVIN, ROBERT G.		Opr dba: WESTERN OREGON FLIGHT SERVICES	Aircraft Fire: NONE	AW Cert: STN

Events

1. Enroute - Birdstrike

Narrative

The pilot reported that he was in the pattern performing touch and go landings. During a left descending turn from downwind to base, about ten large birds came into view below the nose of the airplane. He recalled that they appeared quickly and he was unable to take evasive action. He heard and felt a strike, followed by, "an appreciable drag on the left side." He also saw visible damage to the left wing. The pilot landed the airplane without further incident. The airplane sustained substantial damage to the left wing ribs and leading edge.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA276	05/12/2017 1530	Regis# N9390E	Monument Valley, UT	Apt: Monument Valley UT25
Acft Mk/Mdl CESSNA 172-N		Acft SN 17272243	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320-H2AD		Acft TT 10794	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: AMERICAN AVIATION INC.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Loss of control on ground
-

Narrative

The pilot reported that during landing the airplane ballooned up into the air, and he executed a go-around. After ballooning, the airplane descended and the empennage impacted a fence.

The airplane sustained substantial damage to the empennage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA18CA024 10/17/2017 1215 EDT Regis# N6384D Old Bridge, NJ Apt: Old Bridge 3N6
Acft Mk/Mdl CESSNA 172-N Acft SN 17272770 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: MICHAEL CIURARU Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA526	09/10/2017 1444 PDT	Regis# N5703A	Coolin, ID	Apt: Cavanaugh Bay 66S
Acft Mk/Mdl CESSNA 172-UNDESIGNAT		Acft SN 28303	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-300		Acft TT 2810	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: HOHNER, JACK B.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Initial climb - Loss of lift

Narrative

The pilot reported that he completed a normal landing to the south at a grass airstrip, near a lake and surrounded by 75 ft. tall pine trees. He added that he and his passengers ate lunch at the airstrip, and during that time, he noticed "mostly calm" wind with an "occasional gust from the south." The pilot further reported that, due to the runway gradient, he decided to takeoff downhill to the north, as the wind sock was indicating a calm wind.

During the soft field takeoff, he reported that the take-off roll was normal, but about 100 ft. above ground he noticed that the "climb had slowed" and the "airspeed was dropping." The pilot lowered the nose, the airplane "descended quickly," and touched down on the runway with about 30 ft. remaining. Subsequently, the airplane overran the runway, crossed a road, and impacted a dumpster and trees.

The fuselage and both wings sustained substantial damage.

The pilot reported that the airplane was 25 lbs. under maximum gross weight.

The pilot did not report that there were any preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

An automated weather observation station (AWOS), about the time of the accident, 13 nautical miles from the accident site, reported wind from 240ø at 6 knots. A review of four, hourly AWOSs, south and east of the accident site, around the time of the accident, recorded wind variable from the southwest to westerly direction, at 5 to 10 knots, gusting 15 to 18 knots. The pilot reported that the takeoff was on runway 33. The calculated density altitude was 3,700 ft. According to the Federal Aviation Administration density altitude Koch Chart, the airplane would have likely experienced a 32% decrease to the normal climb rate, and a 50% increase to the normal takeoff distance.

The Federal Aviation Administration's Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B, contains a section titled "Effect of Obstructions on Wind" which stated in part:

"Another atmospheric hazard exists that can create problems for pilots. Obstructions on the ground affect the flow of wind and can be an unseen danger. Ground topography and large buildings can break up the flow of the wind and create wind gusts that change rapidly in direction and speed. These obstructions range from man-made structures, like hangars, to large natural obstructions, such as mountains, bluffs, or canyons. It is especially important to be vigilant when flying in or out of airports that have large buildings or natural obstructions located near the runway.

The intensity of the turbulence associated with ground obstructions depends on the size of the obstacle and the primary velocity of the wind. This can affect the takeoff and landing performance of any aircraft and can present a very serious hazard."

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA18CA013	10/15/2017 1435 PDT	Regis# N5159U	Auburn, WA	Apt: Auburn Muni S50
Acft Mk/Mdl CESSNA 172RG-NO SERIES		Acft SN 172RG0265	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
		Acft TT 5480	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: CREST AIRPARK INC.		Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN17LA311	08/09/2017 1220 EDT	Regis# N5274Q	Wellston, OH	Apt: N/a
Acft Mk/Mdl CESSNA 172S-S		Acft SN 172S9199	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360-L2A		Acft TT 6300	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: KCSI TEXAS INC		Opr dba:		Aircraft Fire: NONE

Events

1. Maneuvering-low-alt flying - Loss of engine power (total)

Narrative

On August 9, 2017, about 1220 eastern daylight time, a Cessna 172S airplane, N5274Q, experienced a loss of engine power while maneuvering at low altitude near Wellston, Ohio. The pilot and passenger sustained minor injuries, and the airplane sustained substantial damage. The airplane was registered to and operated by KCSI Texas, Inc., under the provisions of 14 Code of Federal Regulations Part 91 as an aerial observation flight. Visual meteorological conditions prevailed and a company visual flight rules flight plan had been filed. The flight departed Newark-Heath Airport (VTA), Newark, Ohio, about 1330, and was destined for James A. Rhodes Airport (I43), Jackson, Ohio.

The pilot and observer were conducting an aerial observation flight of a pipeline. While maneuvering toward I43 to refuel, the pilot heard a "significant boom" and noticed a reduction in engine rpm. The pilot unsuccessfully attempted to regain rpm and then initiated a forced landing to a green space between trees. During the forced landing, the airplane impacted rolling, uneven grass terrain, and a barbed wire fence. The airplane sustained substantial damage to the right wing and fuselage.

Examination of the engine by a Federal Aviation Administration (FAA) inspector noted a large hole on the top of the engine crankcase. The airplane was recovered for further examination.

On August 24, 2017, the engine was examined at a recovery facility by a Lycoming Engine representative under the supervision of a FAA inspector. Examination and disassembly of the engine revealed a large hole at the top of the crankcase inboard of the No. 4 cylinder. According to Lycoming Engines, the No. 4 connecting rod failed at the small end bushing. The other 3 connecting rod small end bushings were found displaced forward from their normal positions, and the No. 3 connecting rod small end bushing was free to move by hand.

A review of the aircraft maintenance records revealed the engine was field overhauled on September 2, 2016, at a total time of 2,664.5 hours. During the overhaul, Lycoming LW-13923 connecting rod upper bushings were installed (according to an invoice from Lycoming Engines, the bushings were shipped from the factory on June 30, 2016). The most recent 100-hour inspection was completed on June 15, 2017, at 503.5 hours since major overhaul (SMOH). On July 20, 2017, at 556.4 hours SMOH, the engine oil was changed with no anomalies noted in the oil filter or oil suction screen. The July 2017 oil change record was the last record in the engine logbook.

On August 4, 2017, Lycoming Engines issued mandatory service bulletin (MSB) No. 632B, Identification of Connecting Rods with Non-Conforming Small End Bushings. According to the MSB, LW-13923 connecting rod bushings, shipped between November 18, 2015, and November 15, 2016, may be suspected as not meeting Lycoming Engine specifications and require follow-up corrective action. The MSB stated the following warning, "You must complete the 'required action' in this service bulletin to ensure that your connecting rod bushings are properly seated. If a connecting rod bushing becomes unseated, the connecting rod can fail, causing an uncommanded and complete loss of power." The MSB time of compliance was within the next 10 hours of engine operation.

The FAA issued an airworthiness directive (AD) 2017-16-11, effective August 15, 2017, which required the inspection of connecting rods and replacement of affected connecting rod small end bushings. The AD required accomplishing the instructions in Lycoming Engines MSB No. 623B.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA550	09/22/2017 1039 EDT	Regis# N9624B	Danbury, CT	Apt: Danbury Muni DXR
Acft Mk/Mdl CESSNA 180-A		Acft SN 32921	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: BUTLER, JEFFREY T.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Landing-landing roll - Loss of control on ground

Narrative

The pilot of the tailwheel-equipped airplane reported that, during the second touch-and-go landing, in gusting wind conditions, the "wind got under [the] left wing" and the airplane ground looped to the left. He added that, during the ground loop, he applied brakes and the airplane nosed over on the runway.

The right wing and fuselage sustained substantial damage.

The pilot did not report that there were any preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

An automated weather observation station at the airport, about the time of the accident, reported wind from 360° at 10 knots, gusting 20 knots. The pilot reported that the landing was on runway 35.

The pilot failed to submit the NTSB Form 6120.1 Pilot/ Operator Aircraft Accident/ Incident Report.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA521	09/04/2017	1600 AKD	Regis# N8249V	Ambler, AK	Apt: N/a
Acft Mk/Mdl CESSNA 180-H			Acft SN 18051751	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470 SERIES			Acft TT 4216	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DILLEY, TERRELL P.			Opr dba:		Aircraft Fire: NONE
					AW Cert: STN

Events

1. Landing - Landing area undershoot

Narrative

The pilot of the tailwheel-equipped airplane reported that, during landing on an off-airport gravel bar, the airplane touched down about 30 ft. short of the intended landing area. Subsequently, the right wheel struck a large rock, the gear collapsed, and the left wing impacted the ground.

The airplane sustained substantial damage to the fuselage and left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR16FA116	05/23/2016 922 HST	Regis# N2007X	Hanapepe, HI	Apt: Port Allen PAK
Acft Mk/Mdl CESSNA 182-H		Acft SN 18256107	Acft Dmg: DESTROYED	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470 SERIES		Acft TT 8279	Fatal 5 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: D & J AIR ADVENTURES INC		Opr dba:		Aircraft Fire: GRD
				AW Cert: STN

Events

1. Takeoff - Loss of control in flight
2. Takeoff - Loss of control in flight

Narrative

HISTORY OF FLIGHT

On May 23, 2016, about 0922 Hawaiian standard time, a Cessna 182H, N2007X, impacted terrain following a partial loss of engine power shortly after departure from Port Allen Airport (PAK), Hanapepe, Hawaii. The pilot and four passenger-skydivers were fatally injured. The airplane was registered to and operated by D & J Air Adventures, Inc., under the provisions of 14 Code of Federal Regulations Part 91 as a skydiving flight. Visual meteorological conditions prevailed, and no flight plan was filed.

Numerous witnesses reported that the airplane departed runway 9, it began to roll to the right while rapidly losing altitude. Two witnesses stated that it seemed the engine had stopped producing power. The airplane completed about a 360° rotation and impacted terrain in a nose-low attitude.

A video taken from a security camera located about 0.8 mile northeast of PAK showed the airplane in a climb, followed by a sudden right roll, and a rapid descent toward the terrain in a nose-down attitude. The airplane came to rest at the edge of a dirt road in a grassy area just outside the airport perimeter fence, and a postimpact fire ensued.

PERSONNEL INFORMATION

The pilot held a commercial pilot certificate with airplane single-engine land and multi-engine land ratings and an Australian private pilot certificate with an airplane single-engine land rating. A first-class airman medical certificate was issued to the pilot on February 24, 2016, with no limitations. During his last medical exam, the pilot reported flight experience that included 321 total flight hours and 53.2 hours in last 6 months. A representative of the pilot's family provided a copy of the pilot's logbook, and the most recent entry in the logbook was for a flight of 1.1 hours on March 5, 2016.

AIRCRAFT INFORMATION

The four-seat, single-engine, high-wing, fixed landing gear airplane, serial number 18256107, was manufactured in 1965. In September 1972, the airplane was configured for parachute operations, which included removal of the front right seat and the rear seat. The modifications also included the removal of original cabin seats and installation of floor level seat belt brackets to accommodate four occupants in addition to the pilot. The airplane was powered by a Continental Motors O-470-R engine, serial number 203374-70R, rated at 230 horsepower. The airplane was also equipped with a McCauley two-bladed, constant-speed propeller. A review of maintenance records showed that the engine was installed on November 12, 2013, at a total airframe time of 10,043.7 hours. The most recent annual inspection was completed on October 13, 2015, at a total engine time of 8,121.3 hours and a total airframe time of 10,783.6 hours. The most recent maintenance activity recorded in the logbooks was a nose landing gear inspection completed on May 19, 2016, at a tachometer time of 8,353.5 hours (925 hours since engine overhaul).

Weight and balance values were calculated for the accident takeoff using the airplane's weight and balance documentation dated February 23, 2015. The input values included a presumed fuel quantity of 20 gallons (120 pounds) and an owner-provided total weight of pilot, passengers, and parachutes of 981 pounds. The takeoff gross weight was calculated to be 2,810.5 pounds with a center of gravity (CG) of 41.2 inches. Maximum allowable gross weight was 2,800 pounds, and the allowable CG range for that weight was 38.4 to 47.4 inches.

According to the owner, the airplane was refueled on May 23, 2016, with fuel from a nearby gas station. A supplemental type certificate (STC) issued for the airplane allowed for the use of automotive gasoline; the STC did not approve the use of fuel containing ethanol. Both ethanol and ethanol-free gasolines are sold in the state of Hawaii. Hawaii does not require a placard on pumps for gasolines that contain less than 1% ethanol. According to a European Aviation

National Transportation Safety Board - Aircraft Accident/Incident Database

Safety Agency (EASA) report titled "Safety Implication of Biofuels in Aviation," a fuel system that uses ethanol-mixed gasolines has a higher probability to develop vapor lock, carburetor icing, or experience a water-induced phase separation; these conditions can potentially disrupt engine operation.

METEOROLOGICAL INFORMATION

At 0853, the automated weather observation for Lihue Airport, Lihue, Hawaii, located about 17 miles northeast from PAK, reported wind from 060ø at 10 knots, visibility 10 statute miles, scattered clouds at 2,400 ft, scattered clouds at 3,000 ft, temperature 27øC, dew point 20øC, and altimeter 30.16 inches of mercury.

According to Federal Aviation Administration Special Airworthiness Information Bulletin CE-09-35, entitled "Carburetor Icing Prevention," the LIH temperature and dew point were conducive to the formation of serious icing at glide power.

WRECKAGE AND IMPACT INFORMATION

The wreckage was located next to a dirt service road, about 250 ft from the departure end of runway 9, and at an elevation of about 90 ft mean sea level (msl).

The wreckage debris path was oriented on an approximate heading of 060ø magnetic and was about 24 ft in length. The first identified point of impact was a crater in the dirt road that contained the propeller hub with both blades attached; small pieces of airframe and other debris surrounded the disrupted dirt. The rest of the airplane came to rest about 7.5 ft from the propeller. The engine was displaced aft into the firewall, and both the engine and firewall were crushed aft into the cabin area by impact forces.

The cockpit, fuselage, left wing, and forward portion of the empennage were consumed by the postcrash fire. The engine and the right wing exhibited impact and postimpact fire damage. The right wing separated from the fuselage and was displaced forward next to the cockpit area. The right horizontal stabilizer and the elevator remained attached to the empennage, and they exhibited impact and postcrash fire damage. The composite left- and right-wing tips were respectively located left and right of the main wreckage about 71 ft apart.

During the postaccident examination, about 12 gallons of fuel were drained from the right wing. The recovered fuel was clear and colorless, and a water paste test did not indicate any water contamination. No test was performed to determine whether there was ethanol in the fuel.

The wreckage was recovered to a secure location for further examination.

Airframe and Engine Examination

Postimpact fire consumed the cabin and rear fuselage, the instrument panel, and the left wing. The empennage was thermally damaged. Flight control cable continuity was confirmed from each cockpit control to the associated flight control. The rudder cables, aileron cables, pitch trim cables, and the "UP" elevator cable were cut in the cabin area to facilitate wreckage recovery. The position of the carburetor heat lever could not be determined.

Examination of the recovered engine revealed that it remained attached to the engine mount. All six cylinders remained attached to the engine and sustained damage consistent with impact damage and the postimpact fire.

Both magnetos were displaced from their mounts and exhibited damage to their mounting flanges. The ignition harness remained attached to both magnetos and a few of the leads were separated due to pinching damage. All the leads remained attached to their respective spark plugs, and their terminal ends were secured. The drive shafts on both magnetos were capable of normal rotation, and the impulse couplings operated normally. The drive shafts were rotated, and both magnetos produced a spark at each spark plug or at the end of the damaged leads.

All the spark plugs remained installed in their respective cylinders and were undamaged. The top spark plugs were removed, and it was noted that all top spark plug electrodes displayed normal operating and wear signatures. The internal portions of the cylinders were inspected using a lighted borescope. The cylinder barrels, piston faces, valves, and valve seats displayed normal operating and combustion signatures. The crankshaft was rotated manually using a hand tool that was inserted into the vacuum pump drive; thumb compression and suction were obtained on all six cylinders. In addition, engine and valve train continuity was established throughout.

The carburetor remained attached to the engine's induction system, but it was displaced from its normal mounting area. The carburetor sustained damage consistent with impact and the postimpact fire. The mixture and throttle control levers remained secured to their respective shafts, and the control cables remained secured to the throttle and mixture control levers. Both controls could move freely. The carburetor was disassembled, and both floats were melted on the bottom of the carburetor bowl. Movement of the float attachment bracket resulted in free movement of the fuel inlet valve. Movement of the throttle arm resulted in a coinciding movement of the throttle valve and accelerator pump. The fuel inlet screen was removed and no contaminants were observed.

The oil sump displayed deformation damage consistent with the impact forces and the postcrash fire. There were no signs of preimpact oil leaks around the oil sump. The oil pump remained attached to the rear of the engine. The oil pump housing was removed, and the gears were intact with no preaccident anomalies noted. The oil filter remained attached to the oil filter adapter and was secured with safety-wire.

The propeller spinner was crushed inward around the propeller hub; one side of the spinner was conformed to the hub. One propeller blade exhibited leading edge damage, chordwise scratching on the camber side of the blade, and blade twist toward a lower pitch. The other blade exhibited leading edge damage but no chordwise scratching. Examination of the recovered airframe and engine did not reveal evidence of any preexisting mechanical malfunction that would have precluded normal operation. The complete examination reports are contained in the public docket for this accident.

MEDICAL AND PATHOLOGICAL INFORMATION

Pan Pacific Pathologists, LLC, Lihue, Hawaii, completed an autopsy on the pilot and concluded that the cause of death was multiple blunt force injuries. The FAA's Bioaeronautical Sciences Research Laboratory in Oklahoma City, Oklahoma, performed toxicology testing on specimens from the pilot. The results of the testing were negative for ethanol and listed drugs.

TESTS AND RESEARCH

Video Examination

Two GoPro HERO 3 and two GoPro HERO 3+ cameras were located at the accident site and subsequently sent to the National Transportation Safety Board Vehicle Recorders Laboratory for review. The cameras were enclosed in fabric-type wrist mount camera straps. Each strap contained one GoPro HERO 3 and one GoPro HERO 3+ camera. Examination of the cameras revealed two pertinent memory cards; one contained a video that captured the takeoff roll and the initial climb before the beginning of the accident sequence and the other contained a video that captured takeoff roll through the impact.

The GoPro videos revealed that the pilot sat in the left front seat and used a lap belt anchored to the floor. Instructor 1 sat on the floor to the right of the pilot with his back to the instrument panel; the right yoke had been removed. Student 1 sat on the floor between the legs of Instructor 1 facing aft. Student 2 sat on the floor between the legs of Student 1. Instructor 2 sat on the floor with his back to the pilot's seat facing aft. An external video taken by a family member of the passengers showed the floor of the airplane covered with a blue pad material. None of the videos showed the presence of restraint systems on the instructors or the students.

In a separate email correspondence, three individuals, who previously completed jumps as passenger-skydivers from the accident airplane, stated that they did not see or use seatbelts during their flights.

Throughout the first 13 seconds of the GoPro video recording that captured the impact, the airplane was observed rolling down the runway. Both flaps were retracted, and the left aileron trailing edge appeared above the left flap trailing edge. In addition, the video captured a fully extended windsock which was consistent with wind from the northeast. About 13 seconds after the airplane started to roll, it became airborne. The airplane was observed in a positive climb and a slight roll to the left. Around 24 seconds into the recording, an audio portion revealed a reduction in the volume of the engine sound, which continued to decrease until the airplane impacted the ground. (A sound spectrum study was conducted and is discussed separately in this report.) About 26 seconds into the recording, the trailing edge of the left aileron was observed below the position of the left flap trailing edge, which is consistent with a right roll command. As time progressed, the right roll increased. The camera was then panned inside the airplane toward the rear cabin area. In the next few seconds, the camera movement became increasingly erratic. The airplane impacted the ground about 33 second after the recording started.

Sound Spectrum Study

National Transportation Safety Board - Aircraft Accident/Incident Database

The audio track of the video that captured the impact was evaluated to determine the engine operating speed from the takeoff roll to the impact. During the first 25 seconds of the video, the engine speed was about 2,650 rpm, and then it began to decrease. At 26 seconds, the engine rpm was about 2,250. At 27 seconds, the engine rpm dropped to about 1,700. At 30 seconds, the engine rpm dropped to about 1,400. By the time of impact, the engine rpm had decreased to about 1,215. A stall warning horn was not heard on the recording.

ADDITIONAL INFORMATION

According to the FAA's Airplane Flying Handbook (FAA-H-8083-3B), Chapter 17 "Emergency Procedures", if an engine failure occurs on takeoff, a pilot should establish a proper glide attitude and select a landing area straight ahead with only small changes in direction.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA485	08/12/2017 1030 EDT	Regis# N52450	Sparta, MI	Apt: Paul C Miller-sparta 8D4
Acft Mk/Mdl CESSNA 182-P		Acft SN 18262617	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470-R		Acft TT 3831	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: JOHN BRY		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Hard landing
-

Narrative

The pilot reported that the airplane landed hard and bounced. He added that he performed a go-around, landed, and taxied to the ramp uneventfully.

During a walkaround before another flight that day, he noticed that the airplane had sustained substantial damage to the fuselage during his previous flight.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA529	09/06/2017 1845	Regis# N735KQ	Fairfield, MT	Apt: Fairfield 5U5
Acft Mk/Mdl CESSNA 182-Q		Acft SN 18265488	Acft Dmg: DESTROYED	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL O-470-U		Acft TT 2474	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MARTIN TEAGUE		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Enroute - Fuel exhaustion

Narrative

The pilot reported that, during an instrument flight rules cross-country flight, he realized the airplane was "very low on fuel." He added that, with air traffic control's assistance, he diverted to an airport along his route, which was about 30 nautical miles from the intended destination. He further added that he had difficulty locating the airport visually, and when he did locate the runway, the airplane was "too high" to land. Subsequently, as the pilot continued descending and maneuvering toward the runway, the engine lost power, and he landed in a field. He added that, the airplane "hit the field hard," bounced, and struck a utility pole prior to stopping.

The pilot further reported in the NTSB Pilot/ Operator Aircraft Accident/ Incident Report, that he was informed that no fuel was found in the airplane and that the right fuel cap was not installed. He reported that he added fuel to both fuel tanks at the departure airport and there was a "possibility/ likelihood" that he did not secure the right fuel cap during preflight. He added that during the diversion, he did not complete the "forced landing checklist."

The airplane was destroyed.

The pilot did not report that there were any preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR16FA084	03/13/2016 227 MST	Regis# N2230G	Alpine, WY	Apt: Alpine 46U
Acft Mk/Mdl CESSNA 182A-A		Acft SN 51530	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL MOTORS O-470-L		Acft TT 2505	Fatal 4 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: VISSER JAMES R		Opr dba:		Aircraft Fire: GRD
				AW Cert: STN

Summary

The noninstrument-rated, private pilot and three passengers were departing in dark night conditions with the moon below the horizon. The area along the flight route was unpopulated with few lights in the immediate vicinity. A handheld GPS unit found in the wreckage revealed that, shortly after becoming airborne, the airplane made a climbing 360° turn from about 20 to 425 ft above ground level (agl). The airplane then maintained a heading toward the destination for about 30 seconds, never climbing above about 550 ft agl. During the last seconds of the flight, the airplane made a descending right turn likely because the pilot experienced a loss of visual reference due to the dark night conditions. Ground scar analysis, impact signatures, and wreckage fragmentation patterns indicated that the airplane impacted terrain in a nose-low attitude, consistent with the airplane stalling before impact. A postaccident examination of the airframe and engine revealed no evidence of a mechanical malfunction or failure that would have precluded normal operation.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The noninstrument-rated pilot's failure to maintain airspeed during the initial climb in dark night conditions with no visual reference, which resulted in a stall and collision with terrain.

Events

1. Initial climb - Loss of control in flight

Findings - Cause/Factor

1. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
2. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
3. Personnel issues-Experience/knowledge-Experience/qualifications-Qualification/certification-Pilot - C
4. Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Effect on operation - C

Narrative

HISTORY OF FLIGHT

On March 13, 2016, at 0227 mountain standard time, a Cessna 182A airplane, N2230G, collided with terrain shortly after departing from Alpine Airport, Alpine, Wyoming. The private pilot and three passengers sustained fatal injuries, and the airplane sustained substantial damage. The airplane was registered to and operated by a private individual as a 14 Code of Federal Regulations Part 91 personal cross-country flight. The flight was departing from Alpine with an assumed destination of Rigby Airport, Rigby, Idaho. Visual meteorological conditions existed at the departure airport about the time of the accident, and no flight plan had been filed.

A resident, who lived on the east side of the runway at Alpine Airport, stated that he heard the airplane land on March 12 about 1930 and heard the airplane depart about 0230 the next day. He stated that the departure sounded normal but without the typical "slow fade away of the prop noise." The noise had just suddenly stopped, which he thought was unusual enough that he looked out the window and only observed some stars with a few clouds.

According to a saloon employee, the pilot and passengers had visited Alpine on numerous occasions, where they would usually have dinner at the Bull Moose Saloon; it is unknown how many flights they had conducted to Alpine previously, but they had driven there many times. She recalled that they arrived about 2000 and left about 0200. She stated that they were in a good mood the entire time and did not notice any anomalies. She stated that the pilot did not drink alcohol while he was at the tavern.

A Garmin GPSMAP 396, battery-powered portable GPS receiver was located in the wreckage. The unit included a built-in Jeppesen database and was capable of receiving XM satellite radio for flight information. The unit stored date, route-of-flight, and flight-time information; all recorded data were stored in nonvolatile memory.

Recorded data plots were recovered for the timeframe that matched the airplane's anticipated flight track after departing from Alpine. The track indicated that the airplane departed from runway 31 at 0224:35. After becoming airborne, the airplane continued over the runway until reaching the departure end, where it made a climbing 360° left turn from about 5,650 to 6,075 ft mean sea level (msl or about 20 to 425 ft above ground level [agl], respectively). The airplane maintained a northwest heading for about 30 seconds, never climbing above 6,200 ft msl (550 ft agl).

National Transportation Safety Board - Aircraft Accident/Incident Database

The last four data points of the flight track occurred over 7 seconds from 0226:33 to 0226:40. During that time, the speed increased from 71 to 104 knots, and the altitude decreased about 350 ft while entering a descending right turn (the direction of travel changed from 300° true to 32° true). The last recorded point was timestamped 0226:40 and showed the airplane about 500 ft southwest of the accident site at 5,859 ft msl with a groundspeed of 104 knots.

PERSONNEL INFORMATION

The pilot held a private pilot certificate with a single-engine land rating. His third-class medical certificate was issued on April 12, 2012, with no limitations. The pilot's personal flight records were not recovered.

The airplane's owner stated that the pilot had recently obtained his pilot's license and started borrowing the airplane about 2 months before the accident. The pilot was checked out in the airplane by a flight instructor and was free to use it as he pleased. The pilot sent the owner a text at 1912 on the night of the accident stating that he was going to take the airplane flying.

AIRPLANE INFORMATION

The airplane, serial number 51530, was manufactured in 1958. It was equipped with a Continental Motors O-470-L engine, serial number 68518-8-L. A review of the airplane's maintenance logbooks revealed that the airframe's last annual inspection occurred on December 03, 2015, at a total time of about 2,505.6 hours, at which time the engine underwent its last 100-hour inspection, at a tachometer time of 1,393.6 hours.

According to the airport manager, the airplane was not refueled in Alpine. The airplane owner estimated that, at the time of the accident, the airplane would have had about 48 gallons of fuel. The amount of fuel in each wing tank could not be determined.

METEOROLOGICAL INFORMATION

A METAR generated by an Automated Surface Observation System at the airport indicated that, about the time of the accident, the conditions were as follows: wind was from 060° at 4 knots, temperature 6° F, dew point -1° F, and altimeter setting 29.87 inches of mercury.

According to the U.S. Naval Observatory, on the morning of the accident, the sun rose at 0739. At the time of the accident, the moon was about 28° below the northwestern horizon; the phase of the moon was waxing crescent with 25% of the moon's visible disk illuminated.

WRECKAGE AND IMPACT INFORMATION

The accident site was located on hard snow-and-gravel terrain along the shoreline of the Palisades Reservoir, located about 1 mile northwest of the runway. The entire wreckage sustained thermal damage, and the cockpit was consumed by fire. The debris field stretched from west to east and was about 50 yards long and 35 yards wide. At the beginning of the debris field, the propeller was found embedded in a crater about 3 ft deep and 8 ft wide.

The destination airport in Rigby, Idaho (elevation 4,845 ft msl), was about 47 nautical miles (nm) from Alpine Airport (elevation 5,630 ft msl) on a bearing of about 310°. A valley extended between the two airports with peaks on either side reaching up to 8,000 ft msl. The surrounding area was unpopulated with few lights in the immediate vicinity. The flight data indicated that the airplane had flown between the airports on prior occasions; however, it could not be determined if the pilot flew those trips.

TESTS AND RESEARCH

Following recovery, the wreckage was examined at a facility in Greeley, Colorado. The wreckage was partially consumed by fire. The intensity of the thermal damage in the cockpit area prohibited investigators from being able to establish complete flight control continuity.

An external examination of the engine revealed that all cylinders were secured to the crankcase. Both the exhaust and induction systems sustained impact damage. The carburetor had separated, and only a portion of the bowl remained attached to the mixture cable in the lower cowling wreckage. The carburetor throttle plate and control arm remained attached to the damaged throttle cable. The throttle control arm remained attached to the carburetor base and throttle

plate shaft.

Removal of the top spark plugs revealed that the No. 3 plug was covered in mud. According to the Continental Motor's Group representative, the remaining spark plugs revealed evidence of normal wear conditions and combustion deposits. Engine internal continuity was confirmed by manually rotating the engine. The pistons moved normally inside the cylinders. The rear accessory gears rotated normally. Thumb compression could not be achieved due to impact damage. The combustion chambers remained mechanically undamaged, and there was no evidence of foreign object ingestion (preimpact) or detonation. The valves were intact and undamaged. No evidence of valve-to-piston face contact was observed.

The engine oil sump was crushed upward against the internal engine components. The engine oil pump remained attached. The oil screen was removed and inspected, and no abnormal contaminants were found on the oil screen. The oil cooler had separated but was recovered. Both the right and left magnetos had separated from their mounts but remained attached to the ignition harness. Both magnetos exhibited thermal damage. The magnetos could not be functionally tested due to thermal damage. Both magnetos were partially disassembled to examine the internal components, and all components were thermally damaged.

The propeller had separated from the engine crankshaft. Both propeller blades remained attached to the hub but were loose in the hub housing. Both blades exhibited chordwise scratching and gouging with deep gouging along the leading edge of one of them. Both propeller blades were bent rearward and thermally damaged.

There was no evidence of mechanical malfunction or failure with the airframe or engine that would have precluded normal operation. A complete examination report is contained in the public docket for this accident.

MEDICAL AND PATHOLOGICAL INFORMATION

The Lincoln County Coroner's Office stated that it was unable to conduct an autopsy of the pilot due to the thermal damage.

The FAA's Bioaeronautical Sciences Research Laboratory performed toxicological tests on specimens from the pilot. According to the toxicological report, the results were negative for ethanol (alcohol) and other tested drugs.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA388	07/03/2017	1032 AKD	Regis# N9620M	Hope, AK	Apt: N/a
Acft Mk/Mdl CESSNA 207-A			Acft SN 20700711	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO-520-F			Acft TT 23833	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ALASKA AIR TAXI LLC			Opr dba:		Aircraft Fire: NONE
					AW Cert: STN

Events

1. Maneuvering-low-alt flying - Loss of visual reference
-

Narrative

According to the pilot, he was flying the second airplane in a flight of two, about one mile behind the lead airplane. The lead airplane pilot reported to him, via the airplane's radio, that he encountered decreasing visibility, and that he was making a 180° turn to the left to exit the area.

The pilot recalled that after losing sight of the lead airplane, he made a shallow climbing turn to the right and noticed that the terrain was rising. He recalled that he entered the clouds for a few seconds and, "At that moment I ran into the trees which I never saw coming."

The airplane sustained substantial damage to both wings.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The pilot reported that the temperature was 60° Fahrenheit with 8 miles visibility and 1,500-foot ceilings.

The nearest METAR was about 1 mile away and reported that the temperature was 54° Fahrenheit and the dew point was 52° Fahrenheit. The visibility was 8 statute miles with light rain. The ceiling was broken at 500 feet and overcast at 1,500 feet.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA474	07/08/2017	1400 AKD	Regis# N9664X	Bettles, AK	Apt: N/a
Acft Mk/Mdl CESSNA 210-B			Acft SN 21057964	Acft Dmg: DESTROYED	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO-470S			Acft TT 5550	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MARTIN FINCO			Opr dba:		Aircraft Fire: NONE
					AW Cert: STN

Events

1. Approach-VFR pattern final - Loss of visual reference
-

Narrative

The pilot reported that he overflew a remote airstrip, which was bounded by a lake on the approach end. He added that he circled back to land, and during final approach he encountered "glassy water and bright sun." Subsequently, the airplane landed short of the runway in the lake and sunk.

The Federal Aviation Administration Aviation Safety Inspector who interviewed the pilot, reported that he stated, the sun and the reflection off the lake gave him the impression that the airplane was higher than it was.

The airplane sunk in more than 500 ft. of water and was not recovered.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA18LA011	10/18/2017 1545 EDT	Regis# N900CR	St. Petersburg, FL	Apt: Albert Whitted SPG
Acft Mk/Mdl CESSNA 402-B		Acft SN 402B1356	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR TSIO-520 SER			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 135
Opr Name: NOBLE AIR CHARTER INC		Opr dba:		Aircraft Fire: GRD
				AW Cert: STN

Events

1. Enroute-climb to cruise - Loss of engine power (total)
-

Narrative

On October 18, 2017, about 1545 eastern daylight time, a Cessna 402B, N900CR, was substantially damaged during a forced landing to a street in St. Petersburg, Florida. The commercial pilot, one passenger, and two motorists sustained minor injuries. Day visual meteorological conditions prevailed at the time, and a visual flight rules flight plan was filed for flight that departed Tampa International Airport (TPA), Tampa, Florida, at 1526. The flight was destined for the Sarasota/Bradenton International Airport (SRQ), Sarasota, Florida. The flight was operated by Noble Air Charter under the provisions of 14 Code of Federal Regulations Part 135.

According to Federal Aviation Administration (FAA) records, about 13 minutes after departure the pilot advised the Tampa air traffic control tower that he was "fuel critical" and requested vectors for the nearest airport. The TPA tower controller provided a heading toward the Albert Whitted Airport (SPG), St. Petersburg, Florida, located about 7 miles away. The pilot reported that he had 20 minutes of fuel on board. At 1543, the pilot was given a vector to runway 4, which was at his 12 o'clock and 4 miles away. The pilot reported the airport in sight, and the TPA tower controller provided the SPG tower frequency. There were no further radio transmissions.

The airplane landed on a residential street about 2 miles from SPG, and collided with two motor vehicles.

Examination of the airplane by an FAA inspector revealed substantial damage to both wings, the horizontal stabilizer, elevator, and nose section. Both wingtips and wing tip fuel tanks were separated from the wings. The left wing tip fuel tank exhibited minor sooting and heat damage. The left engine fuel selector was found in the left main fuel tank position, the right engine fuel selector was in the right main fuel tank position.

According to charter records obtained from the operator, the accident occurred during the third leg of a four-leg trip. The records indicated that at the start of the trip, the airplane's hour meter read 589.0 hours. At the accident scene, it read 592.6 hours.

According to FAA airman records, the pilot held a commercial pilot certificate with ratings for airplane single and multiengine land, and instrument airplane. His most recent first class medical certificate was issued on November 16, 2016. According to his logbook, the pilot had accrued 622 total hours of flight experience.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR16LA030	11/19/2015 1335 PST	Regis# N91HC	La Verne, CA	Apt: Brackett Field POC
Acft Mk/Mdl CESSNA T210N		Acft SN 64441	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL MOTOR TSIO-520-RCM		Acft TT 10863	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: AIRCRAFT GUARANTY CORP		Opr dba:		Aircraft Fire: GRD
				AW Cert: STN

Events

1. Approach - Loss of engine power (total)

Narrative

HISTORY OF FLIGHT

On November 19, 2015, about 1335 Pacific standard time, a Cessna T210N Centurion, N91HC, experienced a loss of engine power and collided with a sign while the pilot was making an emergency approach to land at Brackett Field, La Verne, California. Aircraft Guaranty Corp was the registered owner and was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The commercial pilot, the sole occupant, was seriously injured; the airplane sustained substantial damage. The aerial surveying personal flight originated from Camarillo Airport, Camarillo, California about 0910 and the pilot had intended to land back at that airport. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot stated that he was an airplane mechanic for his profession, but had been down in southern California for the previous two days helping doing an aerial surveying job. Earlier in the morning he had the fuel tanks filled to maximum capacity and flew his intended route down in the San Diego area. As he began to return back to the destination airport, he recalled having 15 gallons of fuel on board, which the JP Instrument (JPI) gauge indicated equated to about 40 minutes of flight time. About 1325 he began to descend from his en route altitude of about 13,500-14,000 feet mean sea level (msl) and opted to land at Brackett due to the airplane's low fuel quantity.

Before landing, the pilot switched to the fullest tank (left side) which showed about 6-7 gallons and the right side had about 4-5 gallons. While on final approach, the engine suddenly lost power and despite his attempts, he was unable to successfully have it restart. With the propeller wind milling he aligned with the closest runway and configured the airplane for the best glide. The left wing suddenly impacted a sign that he did not previously observe and the airplane dove toward the ground. The pilot egressed through the windshield and shortly thereafter, the airplane erupted in flames. The airplane came to rest about 620 feet east of runway 26R.

The Federal Aviation Administration (FAA) provided the audio recording of the Brackett Air Traffic Control (ATC) communication with the pilot. The pilot made his initial radio call about 1330 stating that he was inbound to land and had the current ATIS (Automated Terminal Information System) information. The tower instructed him to enter the right base leg of the traffic pattern for runway 26L. After reading back the controller's instructions, the pilot stated that he was "quite low on fuel." The tower cleared the pilot to land on runway 26L at 1335 and he acknowledged. After about one minute and 15 seconds, the pilot transmitted that he was now requesting to land on runway 26R. About 5-10 seconds after the pilot made a radio call reading back his amended clearance, the airplane impacted the sign.

AIRPLANE INFORMATION

The airplane, a Cessna Aircraft T210N, serial number 64441, was equipped with a Continental Motors TSIO-520-R engine, serial number 512148. The operator provided excerpts from the engine logbooks that included the last maintenance performed. The records indicated that the last annual inspection was recorded as being completed in May 2015 at a tachometer time of 6,788.6 hours and a total airframe time of 10,862.5 hours; the tachometer time at the time of the accident was 5,435 hours, or about 35 hours after the maintenance.

A fuel consumption calculation prepared by a Cessna Aircraft Company representative (contained in the public docket for this accident) showed that the airplane should have had about 21 gallons of fuel on board at the time of the accident, assuming that the airplane was filled to maximum capacity (89 gallons) prior to departure, as reported by the pilot. According to the pilot, the airplane climbed to about 14,000 ft msl and cruised at about 13,600 msl at an average speed of 165 kts. According to the Cessna Aircraft Pilot's Operating Handbook (POH) for the airplane, to maintain that airspeed, the engine would be operating at 2,400 rpm and 24 inches of manifold pressure. Based on this assumption, with the airplane configured at a gross weight of 3,7000 lbs, the fuel consumption to reach the cruising altitude would be about 44.5 lbs and the consumption during cruise flight would be about 81 lbs per hour. With the engine operating about 4 hours and 20 minutes, this would equate to a total fuel consumption of 68 gallons.

The pilot stated that he was averaging about 18 gallons per hour and should have had enough fuel to make it to the runway. He estimated that he was airborne for about 4 hours and 20 minutes and he recalled that in the past, the airplane could fly for 4.7 hours. He thought there might have been a fuel starvation event but didn't know what the reason would be.

TESTS AND RESEARCH

A post accident examination was conducted by a Federal Aviation Administration (FAA) inspector and a mechanic. The airplane had been disassembled during the recovery process and the center fuselage section was consumed by fire. A complete examination report with accompanying photographs are in the public docket for this accident.

The left wing was separated from the airframe and only a small outboard section remained; the rest was consumed by fire. The right wing was partially burned and remained loosely attached to the airframe at the accident site; the Monarch-style fuel cap was secure. The wreckage retrieval personnel recovered 2 gallons and 1 quart of fuel from the right wing and stated that there was water in the sample. He noted that foam had been used to extinguish the fire and could not determine if the water was present because of the foam.

The fuel system had been severely compromised by the fire and investigators were unable to establish continuity from the wing through the fuselage to the engine-driven fuel pump. The fuel selector was found, and removed from the deformed cabin area; post crash fire precluded it from turning.

An external examination of the engine revealed that cylinder fins and outer cooling fins were crushed and bent on the left side of the engine. After the spark plugs had been removed the cylinder heads were bore-scoped with no internal cylinder anomalies identified during that internal inspection. The exhaust system was observed to have sustained ductile bending and crushing aft of the turbo-charger. The turbo-charger exhibited no apparent damage and rotated freely by hand.

The ignition harnesses were attached from both magnetos to their respective spark plugs. The magnetos remained securely attached to their respective mounts. Investigators removed the right magneto and tested the internal continuity via hand rotation which produced spark. The top spark plugs were removed; no mechanical damage was noted and the electrodes and posts exhibited no abnormal or remarkable color markings. Continuity of the fuel system could not be established due to the post crash fire.

The Hartzell propeller blades were observed attached to their hub assemblies, which were attached to the propeller shaft flange. The propeller blades were torsionally twisted and exhibited an "S" bend.

There was no evidence of mechanical malfunction or failure with the airframe or engine.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR18LA018	10/03/2017 1521 PDT	Regis# N418CP	Blythe, CA	Apt: Blythe BLH
Acft Mk/Mdl CIRRUS DESIGN CORP SR22-NO SERIES	Acft SN 3262	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO-550-N		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: CLAYISAWESOME LLC	Opr dba:		Aircraft Fire: NONE	
			AW Cert: STN	

Events

1. Enroute-cruise - Powerplant sys/comp malf/fail

Narrative

On October 3, 2017, about 1521 Pacific daylight time, a Cirrus Design Corp SR22, N418CP, sustained substantial damage during an emergency landing after a reported loss of engine power near the Blythe Airport (BLH) Blythe, California. The flight instructor and commercial pilot sustained minor injuries. The airplane was registered to Clayisawesome LLC, and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed and no flight plan was filed for the instructional cross-country flight. The flight departed Camarillo Airport, Camarillo, California, about 1330, with a planned destination of Safford Regional Airport, Safford, Arizona.

According to the flight instructor, the flight was to reposition the airplane to a new owner and to provide advanced transition training to the pilot onboard. After an uneventful takeoff, they climbed and leveled off at a cruise altitude of about 11,500 ft mean sea level. About 1.5 hours into the flight, the oil pressure started to decrease, and they decided to divert to BLH. Inbound to BLH, the oil pressure continued to decrease until it indicated less than 5 psi. Shortly thereafter, the engine completely lost power. Unable to make the runway, they elected to activate the airplane's parachute system. The parachute system was successfully deployed inflight, and upon ground impact, the airplane was dragged for about 20 ft before they could egress from the airplane.

Postaccident examination of the airplane by the NTSB investigator-in-charge revealed substantial damage to the fuselage and engine firewall. The airplane was recovered to a secure storage facility for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Incident Rpt# WPR16IA025	11/07/2015 1234 PST	Regis# N999VX	Paso Robles, CA	Apt: Paso Robles Muni PRB		
Acft Mk/Mdl CIRRUS DESIGN CORP SR22T-NO SERIES	Acft SN 0871	Acft Dmg: MINOR	Fatal 0	Ser Inj 0	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL MOTORS TSIO-550-K	Opr Name: ARLEN YOUSEFIAN	Opr dba:	Fit Conducted Under: FAR 091			
			Aircraft Fire: NONE			
			AW Cert: STN			

Events

1. Landing-landing roll - Landing gear collapse

Narrative

On November 7, 2015, at 1234 Pacific standard time, a Cirrus SR22T, N999VX, sustained minor damage during the landing roll at Paso Robles Airport, Paso Robles, California. The airplane was registered to PHD Ventures Inc., and operated under the provisions of 14 Code of Federal Regulations Part 91. The flight instructor, student pilot, and three passengers were not injured. Visual meteorological conditions prevailed and no flight plan was filed.

According to the flight instructor, the student pilot was flying the airplane and the airplane touched down normally on the main gear. The student pilot then lowered the nose of the airplane and the nose landing gear collapsed.

Post incident examination revealed that the nose landing gear had separated. The nose landing gear consists of a main strut tube and two gusset tubes near the top portion of the main strut tube. The separation involved a crack beginning at the edge of the side gusset tubes weld to the main strut tube. Prior to the incident, a similar event had occurred, NTSB Incident WPR15IA252, and following this event, additional incidents occurred, including one in Japan.

The NTSB Materials Laboratory examined the nose landing gear strut and determined that the failure of the landing gear was the result of high stress fatigue cracking due to sideways bending from one side. No mechanical or metallurgical anomalies were noted with the landing gear.

On March 7, 2016, Cirrus Design Corporation issued Service Advisory Letter SA 16-03, which denoted the following:

- Cracks have been discovered on the nose landing gear strut assembly at the welds between the strut tube and the LH and RH gusset tubes.
- A visual inspection of the welds between the strut tube and the LH and RH gusset tubes for cracks must be performed every time the engine cowling is removed.
- If cracks are found, the aircraft is prohibited from flight until the nose landing gear strut assembly is replaced. (Refer to AMM-32-20).

Additionally, Cirrus Design Corporation performed structural testing of the nose landing gear.

Based on the data provided by the NTSB metallurgy lab, and a video of the Japan incident airplane experiencing nose landing gear shimmy 6 months before the nose gear collapsed, Cirrus explored two different methods of producing side loads in the nose landing gear. The first was through taxi and towing, the second through shimmy. Flight testing showed that significant side loads on the nose landing gear would develop during a shimmy event.

As a result of the testing, Cirrus did the following:

In April 2016, Service Bulletin SB2X-32-22 was released to inspect all the nose landing gear in the field for cracks in the welds between the strut tube and the LH and RH gusset tubes. In addition to the one-time inspection required by Service Bulletin SB2X-32-22, Cirrus added a post-shimmy inspection to Chapter 5-50 Unscheduled Maintenance Checks of the Aircraft Maintenance Manual (AMM). Similar to the hard/overweight landing inspection, this post-shimmy inspection would look specifically for cracks at the gusset welds exactly as noted in the Service Bulletin.

National Transportation Safety Board - Aircraft Accident/Incident Database

Based on the potential for damage to the nose landing gear due to loading from non-standard and abusive tug operation, Service Advisory SA16-05 was released offering aircraft towing guidance. This guidance includes the following;

- When towing aircraft, do not stop/start abruptly, especially when the tow bar is at an angle greater than 45° either side of center.

- When positioning the aircraft with a towing vehicle, the angle of the tow bar must be less than 45° either side of center for both pulling and pushing. Hand towing must be used if angles greater than 45° either side of center are needed for positioning.

- Do not tow aircraft at speeds higher than 15 mph.

Cirrus Aircraft also incorporated specific emphasis and recommendations on how to further discourage shimmying on landing and actions to be taken if the situation occurs on landing in their pilot training program. These incorporations are included in the Landing Standardization Course. Maintenance guidance is also available to mechanics following a shimmy event.

To increase the strength of the weld in the critical area on the nose landing gear, the thickness of the main strut tube was analyzed with an increased wall thickness from 0.125-inch to the full thickness of 0.156-inch. The result of the analysis was an increase (3-5%) in the local stress levels in the static analysis. This design change has been made for all new and replacement gear.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA516	09/02/2017 944 MST	Regis# N910XD	Goodyear, AZ	Apt: Phoenix Goodyear GYR
Acft Mk/Mdl DIAMOND AIRCRAFT IND GMBH DA 40	Acft SN 40.N303	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl AUSTRO E4-A	Acft TT 1134	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: L3 CTC AVIATION TRAINING	Opr dba:	Aircraft Fire: NONE		AW Cert: STN

Events

1. Landing - Abnormal runway contact
-

Narrative

The solo student pilot reported that, during approach, he felt a "slight sink". He added that the main landing gears touched down and the airplane began to porpoise. The student pilot added power to initiate a go-around, but the airplane veered left. The porpoising continued, so the pilot reduced power to idle and attempted to use brakes to steer. The airplane exited the runway to the left and impacted a taxiway sign.

The airplane sustained substantial damage to the right wing.

The student pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN18LA014	10/16/2017 2112 EDT	Regis# N105MK	Gustavus, OH	Apt: Gustavus Airport OH33
Acft Mk/Mdl DIAMOND AIRCRAFT IND INC DA 40	Acft SN 40.244	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360-M1A	Acft TT 768	Fatal 0	Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: ROBERT J. GALE	Opr dba:		Aircraft Fire: NONE	AW Cert: STN

Events

1. Approach-VFR pattern final - Controlled flight into terr/obj (CFIT)

Narrative

On October 16, 2017, about 2112 eastern daylight time, a Diamond Aircraft Industries DA40 single-engine airplane, N105MK, collided with trees and terrain while on final approach to Gustavus Airport (OH33), Gustavus, Ohio. The private pilot was seriously injured, his passenger was not injured, and the airplane sustained substantial damage. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations (CFR) Part 91 without a flight plan. Night visual meteorological conditions prevailed for the cross-country flight that departed at 1730 central daylight time from Bult Field Airport (C56), Monee, Illinois.

The pilot reported that he had originally planned to land at Northeast Ohio Regional Airport (HZY), Ashtabula, Ohio; however, as the flight approached HZY he was unable to activate the airport's runway lights using the designated common traffic advisory frequency. The pilot subsequently diverted to OH33 and telephoned the airport manager to have the runway lights turned on. The pilot reported that he became disoriented as he orbited the airport waiting for the runway lights to be turned on, which resulted in him believing that he was on final approach to runway 1 instead of runway 19. The pilot stated that during final approach he incorrectly identified a crossing road that he believed was about 3/4 mile south of runway 1 approach threshold; however, the road he observed was about 1 mile north of the airport. The pilot stated that he and his passenger suddenly saw tree branches appear as the airplane descended on final approach. The pilot immediately increased engine power and airplane pitch in attempt to avoid the trees, but the right wing impacted a tree and the airplane subsequently impacted terrain about 1/2 mile north of runway 19. The right wing, aft fuselage, and empennage sustained substantial damage during the impact sequence. The pilot reported that there were no mechanical failures or malfunctions with the airplane that would have precluded normal operation.

At 2051, the Youngstown-Warren Regional Airport automated surface observing system located about 12 miles south of the accident site reported: calm wind, a clear sky, 10 miles surface visibility, temperature 50C, dew point 00C, and an altimeter setting of 30.28 inches of mercury.

The United States Naval Observatory data indicated that the sunset and end of civil twilight at the accident site were at 1840 and 1908, respectively. Moon transit, the time at which the moon is highest in the sky, occurred at 1051 and the moonset was at 1726. Additionally, the accident site was located in a sparsely populated area with minimal illumination from ground light sources. As such, dark nighttime conditions likely existed at the time of the accident.

The pilot reported that he had previously flown 7 hours during nighttime conditions; however, he had not flown at night within the 90 days preceding the accident. He reported that his most recent night flight was completed on February 20, 2017, during which he made a night landing on runway 1 at OH33. According to federal regulation 14 CFR Part 61.57(b), pilots are prohibited from acting as pilot-in-command with passengers at night unless they have completed 3 night takeoffs and 3 night landings within the previous 90 days.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR17LA158	07/19/2017 1010 PDT	Regis# N5697B	Ontario, CA	Apt: Chino Airport CNO
Acft Mk/Mdl ENSTROM F 28C		Acft SN 505-2	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING HIO-360-E1AO		Acft TT 3715	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: DUBOIS AVIATION INC		Opr dba:		Aircraft Fire: NONE

Events

1. Approach-VFR pattern downwind - Settling with power/vortex ring state
-

Narrative

On July 19, 2017, about 1010 Pacific daylight time, an Enstrom F28-C rotorcraft, N5697B, descended rapidly and landed hard in a dirt pasture about 1/2-mile northeast of the Chino Airport (CNO), Ontario, California. The student pilot, sole occupant, was seriously injured and the helicopter sustained substantial damage to the tailboom and main rotor blades. The helicopter was registered to Dubois Aviation Inc and operated by the pilot as a 14 Code of Federal Regulations Part 91 solo instructional flight. Visual meteorological conditions prevailed and no flight plan was filed. The flight originated from CNO about 1005.

The student pilot reported he entered the downwind leg to set up for the first landing of the day. When abeam his touchdown location, he conducted the prelanding checks with no anomalies noted. Prior to turning base he lowered the collective, reduced the throttle, and started to descend at about 100 feet per minute. During the descent, he observed the engine RPM to be slightly above 2,900 RPM, and he reduced the throttle. The RPMs reduced slightly, however, went back to 2,900 RPM, and the manifold pressure was about 10 inches of Hg. About 400 feet above the ground, he heard the engine sound increase and he observed 3,300-3,500 RPM. Unable to make the runway, he continued to descend towards a pasture and landed hard in the dirt.

A postaccident airframe and engine examination revealed no preimpact anomalies that would have precluded normal operation. Flight control continuity was established from the cockpit controls to the main rotorhead. The tailrotor driveshaft was turned and rotation was observed from the tail rotor gear to the main rotor mast. The main rotor blades remained intact and exhibited signatures consistent with coning. The lower spark plugs were removed from the engine and the engine was rotated from the cooling fan. Thumb compression was obtained on all cylinders in proper firing order, and the impulse coupling was heard clicking from the left magneto. The spark plugs were reinstalled, and the engine was prepared for an engine run. The engine ran normally for several minutes at various RPMs. Normal operating pressures and temperatures were observed, and there were no fuel or oil leaks observed. The engine was shutdown normally with no anomalies noted.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN16LA342	08/30/2016 1950 EDT	Regis# N47164	Madison, OH	Apt: Private Strip PVT
Acft Mk/Mdl FAIRCHILD M 62A-3		Acft SN T-42-3041	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl FAIRCHILD 6-440			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PRIVATE INDIVIDUAL		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Prior to flight - Miscellaneous/other

Narrative

On August 30, 2016, about 1950 eastern daylight time, a Fairchild M 62A-3 (PT-19) airplane, N47164, collided with tree while departing from a private strip near Madison, Ohio. The commercial rated pilot and passenger were not injured. The airplane was substantially damaged. The airplane was registered to DTD PT-19 LLC and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The local flight was originating at the time of the accident.

According to information obtained by investigators, while departing the private strip, the airplane would not climb with full engine power. The airplane collided with trees about « mile from the end of the strip. Substantial damage was sustained to the fuselage and wings.

An examination of the airframe by the responding Federal Aviation Administration found no anomalies with the airframe. However, the flaps were found in the down or extended position. A review of the aircraft checklist, notes for takeoff: "flaps up". The pilot stated to the FAA inspector that he normally takes off with one notch of flaps.

The pilot did not submit a completed NTSB Form 6120.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA522	09/06/2017 1230 CDT	Regis# N1590K	Westminster, TX	Apt: Baylie 66XS
Acft Mk/Mdl LUSCOMBE 8-A		Acft SN 4317	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL A65-8A		Acft TT 2681	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GARY HAASS		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Loss of control on ground
-

Narrative

The pilot of the tailwheel-equipped airplane reported that, during landing on a grass runway, a wind gust pushed the airplane off the runway to the left. The right wing impacted a tree and the airplane spun clockwise 180° before coming to rest.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported that the wind was from 360° at 15 to 20 knots, gusting to greater than 20 knots. The airplane landed on runway 31.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA535	09/09/2017 1635 EDT	Regis# N1161Z	Whitesburg, GA	Apt: Lyons Landing 5GA2
Acft Mk/Mdl MOONEY M20J		Acft SN 24-1356	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360-A3B6D		Acft TT 4455	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SOUTHPPOINT AVIATION LLC.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Hard landing
-

Narrative

The pilot reported that, during the approach to land, on a down-sloped, grass runway, the airplane was "a little high." He added that, he attempted to land short of a rise in the runway, which resulted in a hard landing followed by a bounce. After the airplane settled back on the runway, "[he] believed we [the airplane] could still stop in time." He applied the brakes, but the airplane failed to slow, and he attempted to skid the airplane sideways "with little effect." As the airplane went over another rise in the runway it floated off the ground. Subsequently, the airplane came to rest in the trees beyond the end of the runway.

The airplane sustained substantial damage to both wings.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported the weather at the accident site, about the time of the accident was, wind from 105ø gusting 10 to 15 knots. The pilot landed on runway 27.

An automated weather observation system about 13 nautical miles from the accident site reported, about the time of the accident, the wind was 070ø at 8 knots.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA519	08/27/2017 1300 EDT	Regis# N30897	Springfield, VT	Apt: Hartness State (springfield) VSF
Acft Mk/Mdl PIPER J5A-UNDESIGNAT		Acft SN 5-279	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-235-C1		Acft TT 2805	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: JONES, RALPH E.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Approach-VFR go-around - Loss of control in flight
-

Narrative

The pilot of the tailwheel-equipped airplane reported that, during landing on grass surface next to a hard-surfaced runway, the airplane approached "too high and landed too fast." He added that he was "not sure" if he could stop the airplane in the remaining distance, so he "decided to go-around, but did not leave myself [himself] enough room to clear the trees" at the end of the landing area. Subsequently, the airplane impacted the trees and stopped.

The right wing, fuselage, and windscreen sustained substantial damage.

The pilot did not report that there were any preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

An automated weather observation station at the airport, about the time of the accident, reported wind from 320ø at 5 knots. The pilot reported that the wind was variable, and he landed parallel to runway 29.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA544	09/13/2017	1730 AKD	Regis# N4741M	Petersville, AK	Apt: N/a
Acft Mk/Mdl PIPER PA 11-NO SERIES			Acft SN 11-254	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-200-A			Acft TT 1377	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PHILIP N. LARSON			Opr dba:		Aircraft Fire: NONE
					AW Cert: STN

Events

1. Landing - Nose over/nose down

Narrative

The pilot of the tailwheel-equipped airplane reported that, while performing a wheel landing on an unimproved gravel airstrip, a gust of wind lifted the "weight off of [the] tires and initiated a skid." He added that, as the airplane settled back on the airstrip the tail rose rapidly due to the brakes being applied, and the airplane nosed over.

The airplane sustained substantial damage to the left wing lift strut and empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA527	09/06/2017	1130 AKD	Regis# N4088M	Kotzebue, AK	Apt: N/a
Acft Mk/Mdl PIPER PA 12-NO SERIES			Acft SN 12-3003S	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360			Acft TT 4901	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 135
Opr Name: THOMAS CAMERON			Opr dba:		Aircraft Fire: NONE
					AW Cert: STN

Events

1. Landing - Loss of control on ground
-

Narrative

The pilot reported that, while landing uphill, on an unimproved gravel airstrip, the tailwheel-equipped airplane landed "smooth." He added that, while taxiing to the crest of the hill, a gust of wind forced the airplane to become airborne. The airplane then drifted to the left and he attempted to correct with full right aileron and maximum power. The airplane continued to bank left until "the wind forced the tail in a counter clockwise motion", which resulted in the airplane landing on the right main landing gear. Subsequently, the right main landing gear collapsed; and the right wing and right horizontal stabilizer struck the ground.

The airplane sustained substantial damage to the right wing lift strut and the right horizontal stabilizer and elevator.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported the weather at the time of the accident to be, wind from 360ø at 20 knots, gusting to 25 knots. The pilot landed on about a 360ø heading.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA387	06/25/2017 1420 AKD	Regis# N2737M	Chickaloon, AK	Apt: N/a
Acft Mk/Mdl PIPER PA 12-NO SERIES		Acft SN 12-1141	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-235 SERIES		Acft TT 2402	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: WILLIAMS RONALD S		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

3. Initial climb - Collision during takeoff/land

Narrative

The pilot in the tail wheel airplane reported that he attempted to land on a 600-ft. turf surface. He overflew the landing site three times to assess its suitability.

During the touchdown, the airplane bounced, and the pilot initiated a go-around. He reduced the flaps to 10°, turned the carburetor heat off, and applied full throttle, but he could not remember the airspeed or trim position.

The airplane did not climb and touched down in a ravine just beyond the initial landing area. The airplane sustained substantial damage to the forward left side of the fuselage.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot reported that the accident could have been prevented if he had, "More training in high altitude take offs and landings. More training in go-around techniques in bush planes."

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR17LA164 07/23/2017 1247 PDT Regis# N4594J San Jose, CA Apt: Reid-hillview Of Santa Clara C RHV
Acft Mk/Mdl PIPER PA 28R-180-180 Acft SN 28R-30470 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-320 SERIES Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: GLYNN FALCON Opr dba: Aircraft Fire: NONE

Events

1. Takeoff - Loss of control in flight

Narrative

On July 23, 2017, about 1247 Pacific daylight time, a Piper PA-28R-180, N4594J, was substantially damaged during takeoff from the Reid-Hillview Airport (RHV), San Jose, California. The commercial pilot, sole occupant of the airplane, was not injured. The airplane was registered to Foluain Fabhcun LLC., Aptos, California, and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight, which was originating at the time of the accident with an intended destination of Marina, California.

The pilot reported that the airplane had just had extensive maintenance performed, which included installation of several avionics upgrades, and right seat brake pedals; the accident flight was the first flight since the maintenance had been completed. During takeoff on runway 31R, as the airplane became airborne at an airspeed of about 80 miles per hour, it immediately entered an uncommanded roll to the left. The pilot said that he attempted to correct for the roll; however, he was unable to, and instead reduced engine power. Subsequently, the airplane impacted the ground and came to rest upright on runway 31L.

Examination of the airplane by a Federal Aviation Administration inspector revealed that the fuselage and left wing were structurally damaged.

Examination of the airplane by the National Transportation Safety Board investigator-in-charge revealed that when the control yoke was rotated for input of right aileron, the left aileron moved upward and the right aileron moved downward. Examination of the aileron cables revealed that they remained attached to the "T" bar aileron control chains. The right aileron control cable was attached to the left side aileron control chain and the left aileron control cable was attached to the right-side aileron control chain. The cables were oriented in a nature that they crossed underneath the flap handle and center console area.

During a telephone conversation with one of the two mechanics that had worked on the airplane prior to the accident flight, he reported that he performed an oil change along with various other work while another mechanic was installing a second set of rudder pedals with brake controls on the right seat side of the airplane. In addition, the mechanic stated that he checked the airplane for flight control cable tension, noting that the operation was smooth, and visually looked at the ailerons while he was moving the control yoke. He added that at no time did he noticed that the aileron cables were installed backwards. The mechanic further reported that all work on the airplane was performed in accordance with the Piper Aircraft Maintenance Manual.

The second mechanic reported that he disconnected aileron cables to facilitate installation of rudder pedals and brake assemblies, and subsequently reattached the aileron cables. The mechanic stated that he did not observe the ailerons while the other mechanic checked aileron control deflections.

During a telephone conversation with the pilot, he reported that prior to the flight, he performed a walk around inspection of the airplane and recalled that he moved the ailerons, but did not verify which direction the control yoke moved. In addition, he said that prior to takeoff, he checked the movement of all the flight controls, but did not verify which direction the ailerons moved when he moved the control yoke. The pilot stated that his primary focus was on the rudder and brakes as they were recently worked on.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR17LA217	09/26/2017 1638 PDT	Regis# N9020P	Los Angeles, CA	Apt: Whiteman Airport WHP
Acft Mk/Mdl PIPER PA-24-260		Acft SN 24-4482	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING TIO-540			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: LINDSAY TERRY M		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-landing roll - Landing gear collapse
-

Narrative

On September 26, 2017, at 1638 Pacific daylight time, a Piper PA-24-260 (Comanche), N9020P, sustained substantial damage following a landing gear collapse at Whiteman Airport, Los Angeles, California. The airplane was registered to, and operated by, the pilot under the provisions of 14 Code of Federal Regulations Part 91. The private pilot, the sole occupant, was not injured. The local personal flight departed from Camarillo, California about 1600 with a planned destination of Whiteman. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that he lowered the landing gear while preparing to land on runway 12. He stated that after lowering the gear, he felt the airplane's drag increase but could not remember if he got a confirmation they were down and locked from the indicator light. He further stated the landing flare was normal and the airplane touched down on the main landing gear. Thereafter, the nose gear settled toward the runway and as the airplane continued on the landing roll, all three gear collapsed. The airplane incurred structural damage to the fuselage.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA18CA032 10/27/2017 1000 EDT Regis# N4509F Buffalo, NY Apt: Buffalo Airfield 9G0
Acft Mk/Mdl PIPER PA28-151 Acft SN 28-7715044 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: ART HANSEN Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA487	08/14/2017 758 MST	Regis# N915PA	Chandler, AZ	Apt: Chandler Muni CHD
Acft Mk/Mdl PIPER PA28-181		Acft SN 2843304	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-A4M		Acft TT 18932	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: TRANSPAC AVIATION ACADEMY		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-landing roll - Loss of control on ground

Narrative

The solo student pilot reported that, after completing three takeoffs and landings unassisted with his flight instructor, he took off for his first solo. He added that, during the first landing, the airplane "floated" in ground effect for about 4 to 5 seconds, and he added rudder to align the airplane with the runway centerline. He further added that the airplane's nose wheel was "not straight when it touched [down]" on the runway. Subsequently, the student pilot applied brake to maintain directional and then applied power to abort the landing, but the airplane veered off the runway to the right. He then reduced power to idle and stopped the airplane in the grass next the runway and awaited instructions from air traffic control.

The left wing sustained substantial damage during the runway excursion.

The student pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR18FA016	10/24/2017 1315 PDT	Regis# N8537J	Arlington, WA	Apt: N/a
Acft Mk/Mdl ROBINSON R22-ALPHA		Acft SN 0441	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING			Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ERNEST N STARK		Opr dba:		Aircraft Fire: NONE

Events

1. Maneuvering-low-alt flying - Loss of control in flight
-

Narrative

On October 24, 2017, about 1315 Pacific daylight time, a Robinson R22 Alpha helicopter, N8537J, was substantially damaged following impact with water while performing a low-level maneuver at King Lake, located about 6 nautical miles east-southeast of Arlington, Washington. The commercial pilot was fatally injured, and the sole passenger sustained minor injuries. Visual meteorological conditions prevailed for the local flight, which was operated in accordance with 14 Code of Federal Regulations Part 91. The flight had departed the pilot's residence, located about 1,350 ft south-southwest of the accident site, about 5 minutes prior to the accident. A flight plan was not filed.

In an interview with the National Transportation Safety Board investigator-in-charge, a witness to the accident, who resides less than 100 yards west of the accident site, reported that he observed the helicopter approach from the south to the north and descend rapidly over the trees that border the lake on the south. The witness opined that the pilot had performed this type of maneuver many times in the past. The witness stated that the pilot then proceeded north about 5 to 6 ft above the water before the skids contacted the water and pulled the helicopter down. The helicopter subsequently sank in about 31 ft of water.

The helicopter was subsequently recovered for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA376	06/30/2017 1356 PDT	Regis# N8361N	Kelso, WA	Apt: N/a
Acft Mk/Mdl ROBINSON HELICOPTER R22		Acft SN 2901	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320		Acft TT 7725	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: HILLSBORO AERO ACADEMY		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Loss of tail rotor effectiveness

Narrative

The helicopter flight instructor reported that he was providing instruction to a student pilot during a cross country flight. During the flight, the instructor asked the student to perform a land as soon as possible emergency procedure.

The student pilot approached the hillside, landing site from the south. The wind was out of the west and the helicopter descended and decelerated below effective translational lift (ETL). According to the FAA 8083-21A, The Helicopter Flying Handbook, pg. 2-20, para. 2, ETL occurs between 16 and 24 knots.

The student pilot reported that, "We descended below ETL, maybe 10 feet off the ground and still descending. By this point we were what I perceived to be straight, and the instructor took the controls. From what I could tell, he used forward cyclic and left pedal immediately. It was too late."

The instructor reported that, "I took the flight controls right as we slowed below ETL. The helicopter started to develop a hard right yaw and I immediately gave full forward cyclic."

The helicopter developed an uncontrollable rapid right yaw and spun about two revolutions. The helicopter touched down on the skids and rolled on to its left side. The helicopter sustained substantial damage to the tail rotor drive shaft, the main and tail rotor blades.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

According to the Federal Aviation Administration Helicopter Flying Handbook (FAA-8083-21A) and The Helicopter Instructors Flying Handbook (FAA-8083-4) and Advisory Circular (AC) 90-95 Unanticipated rapid right yaw:

Loss of Tail Rotor Effectiveness (LTE) is a critical; low-speed aerodynamic flight characteristic which can result in an uncommanded rapid yaw rate which does not subside of its own accord and, if not corrected, can result in the loss of aircraft control.

AC 90-95 Section 7.d.3. (page 7) defines flight characteristics and wind azimuths associated with LTE. It states that tail rotor vortex ring state occurs when the wind is out of (210° to 330°).

1. Winds within this region will result in the development of the vortex ring state of the tail rotor.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA398	07/07/2017 1615 CDT	Regis# N62FA	Pocahontas, IL	Apt: N/a
Acft Mk/Mdl ROBINSON HELICOPTER COMPANY R44	Acft SN 11176	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540 SER	Acft TT 1858	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 137	
Opr Name: JMX HELICOPTERS LLC	Opr dba:	Aircraft Fire: NONE		AW Cert: SPR

Events

2. Standing-engine(s) operating - Comm system malf/failure

Narrative

The helicopter pilot reported that the helicopter was positioned on top of a platform that was located on top of the agricultural chemical truck. And he was waiting for the ground crew to reload the helicopter.

During the reload, he misinterpreted the ground crew members hand and arm signal, and initiated the takeoff. He quickly realized that the filler hose was still attached when the helicopter yawed right and simultaneously banked left.

He attempted a right pedal turn to avoid tail rotor contact with the truck, and he tried to position the helicopter as far from the truck as possible. However, when the helicopter descended, the main rotor blades struck the truck and the helicopter came to rest on its left side. The helicopter sustained substantial damage to the tail rotor drive system, and the main rotor system.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA383	07/04/2017 1545 EDT	Regis# N3025J	Easton, PA	Apt: Braden Airpark N43
Acft Mk/Mdl ROBINSON HELICOPTER COMPANY	Acft SN 11801	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540-AE1A5		Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: CARL TOLINO	Opr dba:	Aircraft Fire: NONE		AW Cert: STN

Events

1. Takeoff - Dynamic rollover
-

Narrative

The helicopter pilot reported that during lift off, the tail rotor chip warning light illuminated, "and distracted me for a moment." The helicopter drifted to the right, the right skid contacted the ground, and the helicopter rolled over on to its right side. The helicopter sustained substantial damage to the tail rotor drive shaft, the horizontal stabilizer and the main rotor blades.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA483	08/09/2017 1200 CDT	Regis# N4986S	Cairo, IL	Apt: Cairo Rgnl CIR
Acft Mk/Mdl ROCKWELL INTERNATIONAL 114-B	Acft SN 14019	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540	Acft TT 2520	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ROSS, STEVE M.	Opr dba:	Aircraft Fire: NONE		AW Cert: STN

Events

1. Landing - Landing gear not configured
-

Narrative

The airplane touched down during landing with the landing gear retraced and skidded to a stop in grass about 140 ft. past the end of the runway threshold. The pilot reported during a telephone conversation with the NTSB investigator-in-charge that, "it was a simple gear-up landing, I forgot to put the [landing gear] switch down." He added that he was not wearing noise canceling headphones and did not report any preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The left wing sustained substantial damage.

The pilot reported in the NTSB Pilot/ Operator Aircraft Accident/ Incident Report, "no accident, as specified by NTSB for gear up landing, is admitted."

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR18LA015	10/24/2017 1000 PDT	Regis# N8494K	Tracy, CA	Apt: Haley Flying Service Airstrip NA
Acft Mk/Mdl SCHWEIZER AIRCRAFT CORP G 164B-B	Acft SN 713B	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl PRATT & WHITNEY R-1340		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: TYLER G. HAYMORE	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPR	

Events

1. Landing-landing roll - Loss of control on ground
-

Narrative

On October 24, 2017, about 1000 Pacific daylight time, a Schweizer Aircraft Corp G-164B, N8494K, was substantially damaged due to impact with terrain during the landing roll at a private airstrip near Tracy, California. The airplane was owned and operated by Haley Flying Service of Tracy. The commercial pilot, the sole occupant, was not injured. The familiarization flight was being operated in accordance with 14 Code of Federal Regulations Part 91, and a flight plan was not filed. Visual meteorological conditions prevailed at the time of the accident. The flight departed the private airstrip about 0900.

In a telephone interview with the National Transportation Safety Board (NTSB) investigator-in-charge shortly after the accident, the pilot said this was his first flight in the make and model of the accident airplane. The pilot stated that after making a smooth touchdown, during which he thought he had hit a bump on the runway, the airplane veered to the left. The pilot opined that he attempted to correct back to the right by using right rudder and then right brake, each of which was ineffective in stopping the airplane from veering further to the left. The airplane subsequently exited the left side of the runway and collided with a ditch, which resulted in the airplane spinning around to the left. A postaccident examination of the airplane revealed that both the upper and lower right wing panels had sustained substantial damage, and that the right main landing gear had collapsed. The pilot stated that while trying to correct back to the right, the right brake seemed "mushy". The airplane has been recovered and secured for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA18CA029	10/26/2017 900 PDT	Regis# N781SC	Mabton, WA	Apt: N/a
Acft Mk/Mdl SIX CHUTER WEST LLC LEGEND XL-NO	Acft SN 3172	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
	Acft TT 93	Fatal 0	Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: WILLIAM R. NELSON	Opr dba:			Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA18CA035 10/27/2017 1750 EDT Regis# N211W Tallahassee, FL Apt: Tallahassee Intl TLH
Acft Mk/Mdl SMITH AEROSTAR 600A-600 Acft SN 60-0460-153 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: VERCELLI AIRPLANE LLC. Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA523	09/07/2017 1800 CDT	Regis# N95356	Redgranite, WI	Apt: Buzzards Roost 1WI7
Acft Mk/Mdl TAYLORCRAFT BC12-D		Acft SN 9756	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL A-65-8			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MERRICK, SHANE R.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-landing roll - Loss of control on ground

Narrative

The pilot of the tailwheel-equipped airplane reported that, during the landing roll as the tail settled onto the grass airstrip, the airplane veered to the left. He added that he applied right rudder and brake inputs, but the left wing exited the airstrip and struck farm equipment, which caused the airplane to rotate counter-clockwise before coming to rest.

The airplane sustained substantial damage to the both wings and the right wing lift strut.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.