

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA020 10/11/2016 1130 CDT Regis# N27GX Lowell, AR Apt: Private Airstrip PVT
Acft Mk/Mdl REMOS AIRCRAFT GMBH REMOS GX-NO Acft SN 264 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 912ULS Acft TT 697 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: ADVENTURE FLIGHT AVIATION INC Opr dba: Aircraft Fire: NONE
AW Cert: LTSP

Summary

According to the pilot, he performed three off-airport, soft-field landings and was landing in a southerly direction. He added that, after the third landing, he turned the aircraft around and took off to the north, "because of all the tall trees on the south end of the strip." He remarked that the wind was calm on the ground but that, during his takeoff climb, he encountered "wind shear and my airspeed dropped from 50 kts to 30 kts." He recalled that the airplane struck a tree, descended, and impacted terrain.

According to the nearest METAR from an aerodrome located about 3 miles northeast of the accident site, the wind about the time of the accident was from 210ø at 13 kts. The METAR indicated that the prevailing wind throughout the day was a southerly wind.

According to the Pilot's Handbook of Aeronautical Knowledge, "Takeoff Performance," pages 10-14, paragraph 5:

The effect of wind on takeoff distance is large, and proper consideration also must be provided when predicting takeoff distance. The effect of a headwind is to allow the aircraft to reach the lift-off speed at a lower groundspeed while the effect of a tailwind is to require the aircraft to achieve a greater groundspeed to attain the lift-off speed.

A headwind that is 10 percent of the takeoff airspeed will reduce the takeoff distance approximately 19 percent. However, a tailwind that is 10 percent of the takeoff airspeed will increase the takeoff distance approximately 21 percent.

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

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's decision to take off with a prevailing tailwind and insufficient distance to ensure obstacle clearance, which resulted in a collision with a tree.

Events

1. Takeoff - Loss of control in flight
2. Takeoff - Collision with terr/obj (non-CFIT)

Findings - Cause/Factor

1. Environmental issues-Conditions/weather/phenomena-Wind-Tailwind-Effect on operation - C
2. Environmental issues-Conditions/weather/phenomena-Wind-Tailwind-Decision related to condition - C
3. Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
4. Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-Soft surface-Effect on operation
5. Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome

Narrative

According to the pilot, he performed three off airport, soft field landings, in a field and that he was landing in a southerly direction. He added that after the third landing, he turned the aircraft around and took off to the north, "because of all the tall trees on the south end of the strip". He remarked that the wind was calm on the ground, but during his takeoff climb he encountered "wind shear and my airspeed dropped from 50 kts. to 30 kts.". He recalled that the airplane struck a tree, descended, and impacted terrain.

According to the nearest Meteorological Aerodrome Report (METAR) from an aerodrome located about three miles northeast of the accident site, the wind about the time of the accident was 210ø at 13kts. The METAR revealed that the prevailing wind throughout the day was a southerly wind.

According to the Pilot's Handbook of Aeronautical Knowledge, specifically the section on Takeoff Performance, pg. 10-14, para. 5:

The effect of wind on takeoff distance is large, and proper consideration also must be provided when predicting takeoff distance. The effect of a headwind is to allow the aircraft to reach the lift-off speed at a lower groundspeed while the effect of a tailwind is to require the aircraft to achieve a greater groundspeed to attain the lift-off speed.

National Transportation Safety Board - Aircraft Accident/Incident Database

A headwind that is 10 percent of the takeoff airspeed will reduce the takeoff distance approximately 19 percent. However, a tailwind that is 10 percent of the takeoff airspeed will increase the takeoff distance approximately 21 percent.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA273	05/05/2017 1813 CDT	Regis# N7854M	Wellington, KS	Apt: Wellington Muni EGT
Acft Mk/Mdl ADRIAN GEORGE W EUROPA		Acft SN A034	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl JABIRU 3300A		Acft TT 133	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DANNY C. LACOSS		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Summary

The pilot of the tailwheel-equipped airplane reported that, during the landing, "about 4-6 ft" above the runway, the airspeed decreased, and the airplane aerodynamically stalled. He added that the airplane landed hard, veered off the runway to the right, and came to rest with the nose down.

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.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's improper landing flare and exceedance of the airplane's critical angle of attack during landing, which resulted in an aerodynamic stall.

Events

1. Landing - Aerodynamic stall/spin
2. Landing - Hard landing
3. Landing - Loss of control on ground
4. Landing - Runway excursion
5. Landing - Nose over/nose down

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-Angle of attack-Capability exceeded - C
3. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C
4. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained

Narrative

The pilot of the tailwheel-equipped airplane reported that during the landing, "about 4-6 ft." above the runway, the airspeed decreased and the airplane aerodynamically stalled. He added that the airplane landed hard, veered off the runway to the right, and came to rest with the nose down.

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.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA259	05/04/2017 1730	Regis# N514CL	Spanish Fork, UT	Apt: Spanish Fork-springville-woodh U77
Acft Mk/Mdl CURTIS LUND VORTEX-NO SERIES		Acft SN CL001	Acft Dmg: DESTROYED	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 582			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: CURTIS LUND		Opr dba:		Aircraft Fire: GRD
				AW Cert: SPE

Summary

The student pilot reported that he flared the gyroplane too high and landed hard and that the gyroplane subsequently tipped over on its right side. He added that he evacuated the gyroplane before a postimpact fire ensued and destroyed the gyroplane.

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

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The student pilot's improper landing flare, which resulted in a hard landing.

Events

1. Landing - Hard landing

Findings - Cause/Factor

1. Personnel issues-Task performance-Use of equip/info-Aircraft control-Student/instructed pilot - C
2. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C

Narrative

The student pilot reported that he flared too high, landed hard, and the gyroplane tipped over on its right side. He added that he evacuated the gyroplane before a post-impact fire ensued and destroyed the gyroplane.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA055 10/30/2016 2015 EDT Regis# N781MA Bristow, VA Apt: Manassas Rgnl/harry P Davis Fi HEF
Acft Mk/Mdl DIAMOND AIRCRAFT IND INC DA 20-C1 Acft SN C0281 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL IO-240-B Acft TT 3319 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: RAME INC Opr dba: Aircraft Fire: NONE
AW Cert: STU

Summary

According to the pilot, after multiple previous landings that night to runway 34L, the airplane was thrown "off course" after it encountered a crosswind. The pilot pulled the power off briefly during the landing, and the airplane touched down. However, he reported that he made a late decision to go around and reapplied the power to establish a climb. He added that the airplane was "off course" at a low airspeed and that he applied full power, but he panicked and reduced his right rudder application, and the airplane veered to the left. The airplane stalled and impacted the ground, the nose landing gear became embedded in the mud, and the airplane nosed over and came to rest inverted. The airplane sustained substantial damage to the left wing root and empennage.

According to the airport security camera video, the airplane descended over runway 34L and made an immediate sharp left 270° turn to the left of the runway heading and rapidly ascended. After the sharp left turn, the airplane was airborne for about 534 ft before impacting the ground and nosing over.

White paint transfer markings observed on the runway surface and damage to the airplane's left wing indicated that the airplane had impacted the runway surface during the accident sequence.

About 25 minutes before the accident, the published METAR for the accident airport reported that the wind was from 320° at 6 knots. There were no reported wind gusts at the time of the accident, and there were no published wind gusts at the airport for the remainder of the day.

The pilot reported that he had 99 hours of total flight time, 78 hours of which were in the accident airplane make and model, and 4 hours of which were within the 90 days before the accident.

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

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's loss of directional control during a landing attempt at night, which resulted in a delayed go-around procedure and subsequent impact with terrain. Contributing to the accident was the pilot's lack of recent flight experience.

Events

1. Landing - Attempted remediation/recovery
2. Landing - Aerodynamic stall/spin
3. Landing - Abnormal runway contact
4. Landing-aborted after touchdown - Loss of control on ground
5. Landing-aborted after touchdown - Runway excursion
6. Landing-aborted after touchdown - Collision with terr/obj (non-CFIT)

Findings - Cause/Factor

1. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
2. Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Effect on personnel - C
3. Personnel issues-Action/decision-Action-Delayed action-Pilot - C
4. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
5. Personnel issues-Experience/knowledge-Experience/qualifications-Recent experience-Pilot - F

Narrative

According to the pilot, after multiple previous landings that night to runway 34L, he reported that the airplane was thrown "off course" after it encountered a crosswind. The pilot pulled the power off briefly during the landing and the airplane touched down. However, he reported that he made a late decision to go-around and reapplied the power in hopes of establishing a climb. The airplane was "off course" at a low airspeed, and he applied full power; but he panicked and reduced his right rudder application and the airplane veered to the left. The airplane stalled and impacted the ground, the nose landing gear became imbedded in the mud and the airplane nosed over and came to rest inverted. The airplane sustained substantial damage to the left wing root, and empennage.

According to the airport security camera video, the airplane descended over runway 34L, and made an immediate sharp left turn 270° to the left of the runway heading, and rapidly ascended. After the sharp left turn, the airplane was airborne for about 534 ft. before impacting the ground and nosing over.

National Transportation Safety Board - Aircraft Accident/Incident Database

White paint transfer markings observed on the runway surface, and damage to the airplane's left wing indicated that the airplane had impacted the runway surface during the accident sequence.

About 25 minutes prior to the accident, the published METAR for the accident airport reported that the wind was out of 320ø true at 6 knots. There were no reported wind gusts at the time of the accident, and there were no published wind gusts at the airport for the remainder of the day.

The pilot reported that he has 99 hours of total flight time, 78 hours in the accident airplane make and model, and a total of 4 hours of flight time within the last 90 days prior to the accident.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN17FA075	01/12/2017 1100 CST	Regis# N94RG	Era, TX	Apt: N/a
Acft Mk/Mdl FIELDS STEEN SKYBOLT		Acft SN 001	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540-B1A5			Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: TYLER FOSTER		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Maneuvering - Loss of control in flight

Narrative

HISTORY OF FLIGHT

On January 12, 2017, between 1100 and 1200 central standard time, an experimental, amateur-built Steen Skybolt airplane, N94RG, collided with terrain after a loss of control near Era, Texas. The pilot was fatally injured, and the airplane sustained substantial damage. The airplane was owned and being operated by the pilot as a 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions existed near the accident site at the time of the flight, and a flight plan had not been filed. The flight departed from the pilot's private grass airstrip, located less than 1/2 mile from the accident site, between 1100 and 1200.

A witness reported that he was outside his house when he heard an airplane "flying aerobatics." He said that he heard the airplane conduct two to three passes and that he could hear the engine "cycling under load as they do in airshows." He then went to the other side of the house, at which point he saw the airplane in a hammerhead climb (climbing straight up); the airplane then entered a slow, spiraling descent straight down, during which the witness did not hear engine noise. Although he was certain the airplane was spiraling down and not in a flat spin, he was less certain if it was in a right or left spiral. The airplane made about four spirals before it went out of sight behind rising terrain. He added that it did not appear that any attempt was made to recover from the descent. He was uncertain about what altitude the airplane was at when it was at the top of the hammerhead maneuver. He said he saw the airplane sometime between 1100 and 1200 and that the temperature outside was very warm and the sky was "incredibly" clear.

PERSONNEL INFORMATION

The pilot held an airline transport pilot certificate with multiengine and single-engine airplane ratings; single-engine operations were limited to commercial privileges. He was issued a Federal Aviation Administration first-class medical certificate on March 29, 2016. At the time of his medical examination, the pilot reported a total of 2,250 hours of civil flight experience. The number of hours the pilot flew in the accident airplane could not be determined.

AIRCRAFT INFORMATION

The experimental, amateur-built, open-cockpit biplane was manufactured in 1990. The airplane was equipped with a six-cylinder Lycoming IO-540-B1A5 engine, serial number L-634-48, that produced 290 horsepower at 2,575 rpm.

Although the airplane was purchased by the pilot around September 2016, the airplane's registration still indicated that it was registered to the previous owner. The airplane was kept in a hangar and operated out of the accident pilot's private grass airstrip near Era, Texas.

METEOROLOGICAL INFORMATION

At 1053, the surface weather observation at Denton Enterprise Airport (DTO), Denton, Texas, located 20 nautical miles south of the accident site, was wind from 190° at 9 knots; visibility 10 miles; cloud condition 4,000 ft broken; temperature 22°C; dew point 17°C; and altimeter setting 30.10 inches of mercury (inHg).

At 1153, the DTO surface weather observation was wind from 220° at 10 knots; visibility 10 miles; cloud condition 2,600 ft broken; 4,500 ft overcast; temperature 22°C; dew point 16°C; altimeter setting 30.09 inHg.

At 1235, the DTO surface weather observation was wind from 341° at 14 knots; visibility 10 miles; cloud condition 2,400 ft broken; 3,300 ft broken; 4,700 ft overcast; temperature 15°C; dew point 8°C; altimeter setting 30.09 inHg. Remarks: wind shift at 1215.

WRECKAGE AND IMPACT INFORMATION

The wreckage was located in a pasture about 1,100 ft from the departure end of the north runway of the pilot's grass airstrip on a magnetic heading of 350°. The damage to the engine cowling, cockpit, and wing surfaces indicated that the airplane collided with terrain in about a 45°-nose-down attitude. The engine compartment, fuselage, wings, and empennage exhibited crushing and buckling from the ground impact, but the airplane remained intact. There was no postimpact fire. Flight control continuity was confirmed from all flight control surfaces to their respective cockpit controls. The elevator trim continuity was confirmed from the elevator trim control to the elevator trim tabs.

One of the propeller blades was visible at the accident site, and it was bent backward about midspan, and it exhibited minimal damage on its chambered surface and flat side. Its blade tip exhibited abrasion and nicks along the leading edge of the blade. The propeller hub was found in 14 inches of soft, clay soil. The second blade was found underneath the wreckage in clay soil, and it exhibited twisting, extensive chordwise scratching along the entire span of the blade, and gouges and nicks to the blade's leading edge.

The examination of the engine revealed drive train continuity of the crankshaft and camshaft when the propeller was turned. The accessory gears and the fuel pump gear rotated, and all six pistons moved up and down. The top spark plugs exhibited normal signatures and appeared to be almost new. Both the left and right magnetos were separated from the engine. The left magneto produced spark on all six towers. The right magneto was damaged from impact, and it produced no spark. The fuel servo was broken at the throttle plate. The fuel servo had residual fuel in it, and all fuel lines connected to the fuel servo had fuel in them.

The engine rpm gauge indicated 2,450 rpm with 407.86 hours recorded. The airspeed indicator needle was found at 338 knots. The airplane's g-meter needle moved freely, but the g-meter indicators that recorded acceleration showed +10 and -5 gs. The engine rpm gauge, airspeed indicator, and g-meter were sent to the National Transportation Safety Board's (NTSB) Materials Laboratory for examination.

MEDICAL AND PATHOLOGICAL INFORMATION

The Dallas County Institute of Forensic Sciences, Dallas, Texas, performed an autopsy of the pilot. The cause of death was "blunt force trauma," and the manner of death was "an accident."

The FAA's Bioaeronautical Sciences Research Laboratory conducted toxicology testing on specimens for the pilot. The testing was negative for all tested substances.

TESTS AND RESEARCH

The NTSB's Materials Laboratory examined the engine rpm gauge, airspeed indicator, and g-meter. The rpm gauge and airspeed indicator were disassembled and examined using a stereo microscope. No slap or impact marks were observed on the gauge or indicator dial faces.

The rear housing of the g-meter was removed for operational examination. No impact marks were observed on its outer case (housing). With the housing removed, no damage was observed on the meter's internal mechanical parts. The gears, weights, and other mechanical parts moved freely. When the reset button was pressed, the meter's dial needles (g-force indicators) reset to their respective original positions. The g-meter appeared to be operational.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR17LA126	05/04/2017 945 PDT	Regis# NONE	Redcrest, CA	Apt: N/a
Acft Mk/Mdl HY-TEK HURRICANE			Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl ROTAX 503			Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name:		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

2. Approach - Loss of control in flight

Narrative

On May 4, 2017, about 0945 Pacific daylight time, an unregistered experimental amateur-built Hy-Tek Hurricane, collided with terrain after takeoff near Redcrest, California. The noncertificated pilot sustained fatal injuries; the airplane sustained substantial damage. The local personal flight departed about 0925; visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot's father reported that the pilot departed from a sandbar next to a river. About 20 minutes later, he heard the airplane returning, but the engine was sputtering. He heard the engine stop, and observed the airplane nose into the ground.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA269	05/06/2017 2045	Regis# N47KJ	Spanish Fork, UT	Apt: Spanish Fork-springville-woodh U77
Acft Mk/Mdl JOHNSON KENNETH SUPER CUB		Acft SN 471D	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-E2D			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: BROWN, WALLACE A.		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

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

Narrative

The pilot reported in a written statement that, "about half way through the [landing] roll out I lost control of the aircraft and ground looped to the right." During the ground loop, the left main landing gear collapsed and the left wing impacted the runway.

The left wing sustained substantial damage.

The pilot failed to submit the National Transportation Safety Board NTSB Form 6120.1 Pilot/ Operator Aircraft Accident/ Incident Report after multiple requests.

An automated weather observation station, 5 nautical miles from the accident airport, about the time of the accident, recorded wind 120ø at 20 knots, gusting 28 knots. The pilot reported that the landing was on runway 30.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA16CA314	09/09/2016 1900 EDT	Regis# N396DF	Cleveland, GA	Apt: N/a
Acft Mk/Mdl QUICKSILVER MANUFACTURING INC	Acft SN 0104	Acft Dmg: SUBSTANTIAL	Fatal 0	Prob Caus: Pending
Eng Mk/Mdl ROTAX 582		Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: VAN GINKLE HENRY	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPE	

Summary

The pilot of the experimental, amateur-built airplane reported that he was demonstrating turns for the passenger while flying at a low altitude when he lost control of the airplane and "stalled." The airplane collided with trees and sustained substantial damage to the fuselage, wings, and empennage. The pilot reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

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Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's failure to maintain adequate airspeed and his exceedance of the airplane's critical angle of attack, which resulted in an aerodynamic stall.

Events

1. Maneuvering-low-alt flying - Loss of control in flight
2. Uncontrolled descent - Collision with terr/obj (non-CFIT)

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. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Not attained/maintained - C
4. Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome

Narrative

The pilot of the experimental amateur-built airplane reported that he was demonstrating turns for the passenger while flying at a low altitude, when he lost control of the airplane and "stalled." The airplane collided with trees and sustained substantial damage to the fuselage, wings and the empennage. The pilot further reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA016	10/07/2016 1300	Regis# N507SR	Calhan, CO	Apt: Calhan 5V4
Acft Mk/Mdl ROBINSON STEWART J BEARHAWK-4	Acft SN 003-5/6-507	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-540-B	Acft TT 40	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: WILLIAM HARRISON ALLEN III	Opr dba:	Aircraft Fire: NONE	AW Cert: SPE	

Summary

The pilot of the tailwheel-equipped airplane reported that, during a touch-and-go landing on a turf airstrip, he applied power for takeoff, the airplane drifted left, and he applied right aileron and left rudder. As the airplane accelerated, it began drifting farther left until it departed the runway onto the grass. The pilot reported that the airspeed was about 60 mph and that he felt he could fly out of the situation. However, he realized the airplane was approaching a hill with trees and a house too quickly and would not clear the trees. He then applied right rudder and the airplane turned 90° toward the runway and began to skid. The airplane skidded across the runway and hit a ditch. The left landing gear collapsed followed by the right, and the airplane skidded to a stop.

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

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

A review of recorded data from the automated weather observation station located about 14 miles southwest of the accident site revealed that, at 1255, the wind was from 190° at 13 knots, gusting to 21 knots. The airplane landed on runway 17.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's failure to maintain directional control during takeoff, which resulted in a runway excursion.

Events

1. Landing-landing roll - Miscellaneous/other
2. Landing-landing roll - Attempted remediation/recovery
3. Landing-landing roll - Runway excursion
4. Landing-landing roll - Landing gear collapse

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-Directional control-Not attained/maintained - C
3. Environmental issues-Physical environment-Object/animal/substance-(general)-Contributed to outcome

Narrative

The pilot of the tailwheel-equipped airplane reported that during a touch-and-go landing on a turf airstrip, he applied power for takeoff, the airplane drifted left, and he applied right aileron and left rudder. As the airplane accelerated it began drifting further left until it departed the runway to the left onto the grass. The pilot reported that the airspeed was about 60 mph and that he felt he could fly out of the situation. However, he realized the airplane was approaching a hill with trees and a house too quickly and would not clear the trees. He then applied right rudder and the airplane turned 90 degrees to the runway and began to skid. The airplane skidded across the runway and hit a ditch. The left landing gear collapsed followed by the right, and the airplane skidded to a stop.

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

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

A review of recorded data from the automated weather observation station located about 14 miles to the southwest, revealed that, at 1255 MDT, conditions were wind 190 degrees true at 13 knots, gusting to 21 knots. The airplane landed on runway 17.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA220 04/07/2017 1000 EDT Regis# N3839Y Bessimer, AL Apt: Bessemer EKY
Acft Mk/Mdl SHILT JERRY C F-1 ROCKET-NO SERIES Acft SN 073 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540-D4A5 Acft TT 154 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: JERRY C. SHILT Opr dba: Aircraft Fire: NONE
AW Cert: SPE

Summary

The pilot reported that, during the landing roll as the tailwheel was almost in contact with the ground, the airplane started to veer to the right. He attempted to correct to the left but lost directional control, and the airplane ground looped to the left.

The airplane sustained substantial damage to its right wing and firewall.

The 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 on the airport reported that, about the time of the accident, the wind was from 340° at 10 knots, gusting to 17 knots. The pilot landed on runway 23.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's failure to maintain directional control during the landing rollout in gusting crosswind conditions.

Events

1. Landing - Loss of control on ground
2. Landing - Attempted remediation/recovery
3. Landing - Dragged wing/rotor/float/other
4. Landing - Nose over/nose down

Findings - Cause/Factor

1. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
2. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
3. Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Effect on operation
4. Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on operation

Narrative

The pilot reported that during the landing roll as the tailwheel was almost in contact with the ground, the airplane started to veer to the right. He attempted to correct to the left, but lost directional control, and the airplane ground looped to the left.

During the ground loop, the airplane sustained substantial damage to its right wing and firewall.

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

The automated weather observation system on the airport, about the time of the accident, reported the wind at 340° at 10 knots, gusting to 17 knots. The pilot landed on runway 23.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA16CA392 10/30/2016 2015 EDT Regis# N4714H Bristow, VA Apt: Manassas Rgnl/harry P Davis Fi HEF
Acft Mk/Mdl SORENSEN DANNY PITTS S1 S-NO Acft SN DS-1 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL IO-240-B Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: RICHARD L. RICE Opr dba: Aircraft Fire: NONE
AW Cert: STU

Summary

According to the pilot, after multiple previous landings that night to runway 34L, the airplane was thrown "off course" after it encountered a crosswind. The pilot pulled the power off briefly during the landing, and the airplane touched down. However, he reported that he made a late decision to go around and reapplied the power to establish a climb. He added that the airplane was "off course" at a low airspeed and that he applied full power, but he panicked and reduced his right rudder application, and the airplane veered to the left. The airplane stalled and impacted the ground, the nose landing gear became embedded in the mud, and the airplane nosed over and came to rest inverted. The airplane sustained substantial damage to the left wing root and empennage.

According to the airport security camera video, the airplane descended over runway 34L and made an immediate sharp left 270° turn to the left of the runway heading and rapidly ascended. After the sharp left turn, the airplane was airborne for about 534 ft before impacting the ground and nosing over.

White paint transfer markings observed on the runway surface and damage to the airplane's left wing indicated that the airplane had impacted the runway surface during the accident sequence.

About 25 minutes before the accident, the published METAR for the accident airport reported that the wind was from 320° at 6 knots. There were no reported wind gusts at the time of the accident, and there were no published wind gusts at the airport for the remainder of the day.

The pilot reported that he had 99 hours of total flight time, 78 hours of which were in the accident airplane make and model, and 4 hours of which were within the 90 days before the accident.

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

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's loss of directional control during a landing attempt at night, which resulted in a delayed go-around procedure and subsequent impact with terrain. Contributing to the accident was the pilot's lack of recent flight experience.

Events

1. Landing - Attempted remediation/recovery
2. Landing - Aerodynamic stall/spin
3. Landing - Abnormal runway contact
4. Landing-aborted after touchdown - Loss of control on ground
5. Landing-aborted after touchdown - Runway excursion
6. Landing-aborted after touchdown - Collision with terr/obj (non-CFIT)

Findings - Cause/Factor

1. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
2. Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Effect on personnel - C
3. Personnel issues-Action/decision-Action-Delayed action-Pilot - C
4. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
5. Personnel issues-Experience/knowledge-Experience/qualifications-Recent experience-Pilot - F

Narrative

According to the pilot, after multiple previous landings that night to runway 34L, he reported that the airplane was thrown "off course" after it encountered a crosswind. The pilot pulled the power off briefly during the landing and the airplane touched down. However, he reported that he made a late decision to go-around and reapplied the power in hopes of establishing a climb. The airplane was "off course" at a low airspeed, and he applied full power; but he panicked and reduced his right rudder application and the airplane veered to the left. The airplane stalled and impacted the ground, the nose landing gear became imbedded in the mud and the airplane nosed over and came to rest inverted. The airplane sustained substantial damage to the left wing root, and empennage.

According to the airport security camera video, the airplane descended over runway 34L, and made an immediate sharp left turn 270° to the left of the runway heading, and rapidly ascended. After the sharp left turn, the airplane was airborne for about 534 ft. before impacting the ground and nosing over.

National Transportation Safety Board - Aircraft Accident/Incident Database

White paint transfer markings observed on the runway surface, and damage to the airplane's left wing indicated that the airplane had impacted the runway surface during the accident sequence.

About 25 minutes prior to the accident, the published METAR for the accident airport reported that the wind was out of 320° true at 6 knots. There were no reported wind gusts at the time of the accident, and there were no published wind gusts at the airport for the remainder of the day.

The pilot reported that he has 99 hours of total flight time, 78 hours in the accident airplane make and model, and a total of 4 hours of flight time within the last 90 days prior to the accident.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA176	02/22/2017 1000 EST	Regis# N305Y	Monongahela, PA	Apt: Rostraver FWQ
Acft Mk/Mdl STUMP GREAT LAKES 2T 1A-E		Acft SN 6825A-358	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl FRANKLIN 6A-350-C2		Acft TT 465	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: JOHN F. MASTERS		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

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

Narrative

The pilot of a tailwheel-equipped airplane reported that, the airplane veered to the right and then left. He corrected the veer to the right, but "didn't get on it quick enough to stop the turn." The airplane continued to the left and ground looped.

A postaccident examination revealed that, the airplane sustained substantial damage to the right wing.

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

The automated weather observation station on the airport, about the time of the accident, reported that, the wind was from 190ø at 6 knots. The pilot landed on runway 26.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA375 06/29/2017 1737 PDT Regis# N385MU Tehachapi, CA Apt: Tehachapi Muni TSP
Acft Mk/Mdl URBANCZYK MIROSLAW RADIO Acft SN 01 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: CSERFOI GYULA GEORGE Opr dba: Aircraft Fire: NONE
