

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA280	08/18/2017 1100 EDT	Regis# N319TA	Quinton, VA	Apt: New Kent County W96
Acft Mk/Mdl COSTRUZIONI AERONAUTICHE TECNA	Acft SN 125	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl ROTAX 912	Acft TT 1164	Fatal 1	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: NEW KENT FLIGHT CENTER LLC	Opr dba:	Aircraft Fire: NONE	AW Cert: LTSP	

Events

1. Approach-VFR pattern crosswind - Loss of engine power (total)
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Narrative

On August 18, 2017, about 1100 eastern daylight time, a Tecnam P-2004 Bravo, N319TA, was substantially damaged when it impacted terrain and a fence during a forced landing near Quinton, Virginia. The flight instructor was fatally injured and the commercial pilot receiving instruction received minor injuries. The airplane was registered to Mid Atlantic Air Adventures Inc and was operated by New Kent Flight Center as an instructional flight. Visual meteorological conditions prevailed and no flight plan had been filed for the local flight that departed New Kent County Airport (W96) Quinton, Virginia and was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

The commercial pilot reported that this was his first Tecnam instructional flight for getting checked out in the airplane type. The pilot and instructor had flown together before for a different airplane checkout. They arrived at W96 and checked the weather and performed preflight inspection of the airplane. No discrepancies were found. The instructor told the pilot that they would stay in the pattern until the weather improved, then head out to the practice area. The ceilings were at 1,200 ft overcast with 7 miles visibility, but it was improving quickly as the day grew hotter.

After departure around 1030, they performed several touch-and-go landings on runway 29, and the airplane performed normally. The final takeoff and climb out was normal and the pilot reported he did not hear or see anything to indicate there was a problem. As he started the left turn to the 90° crosswind leg in the pattern, about 600 ft mean sea level (msl) with a field elevation of 121 ft, the engine suddenly stopped producing power. The propeller was ceased rotating and did not windmill or move at all.

The flight instructor immediately said "I have the aircraft." At which point the pilot relinquished controls and looked for a place to land. They attempted to restart the engine, but nothing happened and the propeller remained stationary. They set up for the best glide speed of 60 knots and elected to land in the only area without trees or houses. Upon landing, the instructor said, "brace for impact." Just before the airplane touched down on the field it collided with a fence that sheared off the landing gear. The airplane continued to slide 150 ft through the field before striking another fence and coming to a stop on a gravel road.

Federal Aviation Administration (FAA) inspectors examined the wreckage and stated that a large fence board had entered the underside of the engine, pierced the firewall and went through the right side of the instrument panel. The landing gear was sheared off, the engine and mounts were partially detached and the tail was crumpled and twisted at the fuselage. Fuel was observed in the tanks and several gallons were sampled for testing and appeared absent of debris and water.

According to FAA and aircraft records, the airplane was a special light sport airplane and received its airworthiness certificate on April 24, 2008. It was a 2 place, internally braced high wing airplane, with a two-blade fixed wood propeller and a Rotax 912, 100 hp engine. At the time of the last 100-hour inspection on July 10, 2017, the airplane had 1,164.5 hours total time and the engine had 599.3 hours total time.

The weather at W96, 1-mile east northeast from the accident site, at 1055, was reported as wind from 180° at 5 knots, visibility 10 miles, overcast at 1,400 ft, temperature 28° C, dewpoint 26° C, and an altimeter setting of 29.90 inches of mercury.

The airplane was transported to a secured facility for additional examination.

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Accident Rpt# ERA17LA270	08/03/2017 1100 EDT	Regis# N811AW	Immokalee, FL	Apt: Private PVT
Acft Mk/Mdl PIPISTREL DOO AJDOVSCINA VIRUS	Acft SN 823 SWN 100	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl ROTAX 912	Acft TT 48	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091	
Opr Name: EAGLES ON ANGEL WINGS LLC	Opr dba:	Aircraft Fire: NONE		AW Cert: SPX

Events

1. Landing-flare/touchdown - Abnormal runway contact

Narrative

On August 3, 2017, about 1100 eastern daylight time, a Pipistrel Virus-SW, N811AW, was substantially damaged when it impacted terrain after a landing attempt and subsequent go-around from a private grass airstrip near Immokalee, Florida. The private pilot received minor injuries and the passenger was seriously injured. The glider was being operated in accordance with 14 Code of Federal Regulations Part 91 as a personal flight, and originated about 1045 from Immokalee Regional Airport (IMM), Immokalee, Florida. Visual meteorological conditions prevailed and no flight plan had been filed for the flight

The pilot reported that he was attempting to land on a private 1,200 ft-long grass airstrip with 50 ft-tall trees on both ends of the runway. After touchdown on the first third of the runway, realizing he was not going to stop in time, he disengaged the air brakes, aborted the landing, and attempted to go around. During initial climb, at about 30 ft, "the left wing quickly dropped," before the glider descended and its left wing impacted the ground. The glider cartwheeled into the trees located about 75 ft left of the runway center and 1,000 ft beyond the approach end of the runway.

Examination of the accident site revealed that pieces of the fiberglass wheel fairing came to rest near where the glider touched down. The pieces were scattered along the runway for about 150 ft, with the last piece located about 550 ft from the main wreckage. The path of the fiberglass debris was consistent with the runway heading of 080°. No other ground scars were discovered until the first impact marks near where the glider.

An approximate 140-foot-long debris path oriented about a magnetic course of 060 degrees was located off the left side of the runway along with ground scars and propeller scalp marks. The left wing was completely separated from the fuselage and broken off at the wing spar near the wing root. The empennage was twisted upside down.

Southwest Florida International Airport, (RSW) Fort Myers, Florida was located about 40 miles east northeast of the accident site. The recorded weather at RSW, at 1053, was: wind from 130 degrees at 8 knots, visibility 10 miles and clear; broken clouds at 2,100 feet; temperature 31 degrees C; dew point 25 degrees C, altimeter 30.14 inches Hg.

According to FAA and aircraft records, the glider was issued a special airworthiness certificate for experimental exhibition on March 1, 2017. It was manufactured by the Pipistrel d.o.o. Ajdovscii factory. The pilot was issued his private pilot glider rating on March 27, 2017 and reported a total time of 33 hours.

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Accident Rpt# GAA17CA493 08/17/2017 855 PDT Regis# N687BP Yerington, NV Apt: Yerington Muni O43
Acft Mk/Mdl BOYD BRUCE RV4-NO SERIES Acft SN 1303 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: RICHARD R. SMITH SR Opr dba: Aircraft Fire: NONE

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Accident Rpt# ERA17LA276	08/15/2017 1620 EDT	Regis# N210SQ	Guilford, CT	Apt: N/a
Acft Mk/Mdl BRADLEY RODERICK W MURPHY	Acft SN REN 575	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl ROTAX 912UL		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: BRADLEY RODERICK W	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPE	

Events

2. Landing - Collision during takeoff/land

Narrative

On August 15, 2017, about 1620 eastern daylight time, an experimental amateur built Bradley Murphey Renegade, N210SQ, was substantially damaged during a forced landing at the Guilford Fairgrounds, Guilford, Connecticut. The airline transport pilot received minor injuries. The airplane was registered to and operated by the pilot as a 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed for the flight that departed Tweed-New Haven Airport (HVN), New Haven, Connecticut, about 1550.

According to preliminary Federal Aviation Administration (FAA) air traffic control information, the pilot reported that he was about 10 miles east of HVN when he - declared an emergency. He advised the tower controller that the engine lost power and that he was going to perform a forced landing to the local fairgrounds. While on approach, the airplane struck powerlines and came to rest in a field.

According to the FAA inspector who responded to the accident site, the forward section of the fuselage was substantially damaged. The propeller was not damaged and there was fuel present in the fuel tanks.

The airplane was retained for further examination.

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Accident Rpt# GAA17CA518 09/02/2017 1500 Regis# N429NC Afton, WY Apt: Afton Muni AFO
Acft Mk/Mdl CROFT ROBERT C KITFOX SUPER Acft SN KA10123166 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: RODERICK, JAMES J. Opr dba: Aircraft Fire: NONE

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Accident Rpt# WPR15LA170	05/29/2015 1100	Regis# N747N	Hurricane, UT	Apt: General Dick Stout Field 1L8
Acft Mk/Mdl DUENAS PULSAR III		Acft SN 573	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl AEROMAXX BB420 H		Acft TT 10	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: CARLOS DUENAS		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Maneuvering - Loss of engine power (total)

Narrative

HISTORY OF FLIGHT

On May 29, 2015, about 1100 mountain daylight time, an experimental amateur-built Pulsar III, N747N, collided with corral fences during an emergency off airport forced landing at Hurricane, Utah. The private pilot sustained serious injuries; the airplane sustained substantial damage. The pilot/owner was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The local personal flight departed General Dick Stout Field (1L8) in Hurricane about 1000. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that the purpose of the flight was to evaluate the effect of airstream cooling on the engine oil temperature once the airplane reached level flight. The plan was to circle above the airport while climbing to the desired altitude, establish level flight, observe the oil temperature, and land. After takeoff, climb performance and oil temperature were normal. At 5,100 ft msl (airport elevation was 3,347 ft), the pilot began to circle the airport. After three circles, he noticed that the oil temperature was about 220ø F, and he began a shallow descent to help cool the engine.

About 4,500 ft, the oil temperature was about 230ø F, and the engine shut off. He turned on the auxiliary fuel pump, and attempted to restart the engine. When it did not respond, he began a right turn towards runway 19 at 1L8. The airplane touched down short of the runway, and collided with the corral fences. The pilot sustained a serious head injury, and did not recall anything after the turn toward the airport.

One witness stated that he had observed the takeoff, and watched the airplane complete two climbing turns. He heard a radio transmission from someone asking the pilot if everything was alright. The pilot replied no, he was "dead sticking," which meant to the witness that the engine was not running. The witness observed the airplane was about 1/2 mile from the airport, and the propeller was not turning. He lost sight of the airplane just prior to touchdown.

AIRCRAFT INFORMATION

The engine was an experimental Aeromaxx BB420 H, serial number 11U, rated at 118 hp. Aeromaxx used their own remanufactured and restored Corvair parts to build Corvair engines for homebuilt, experimental aircraft.

The experimental engine was not available for an exam.

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Accident Rpt# ERA17LA306	09/01/2017 1236 EDT	Regis# N753GK	Tampa, FL	Apt: Albert Whitted SPG
Acft Mk/Mdl KERR GERALD VELOCITY SUV-NO SERI	Acft SN SUV119	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO360 SER A&C		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: GERALD KERR	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPE	

Events

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

On September 1, 2017, about 1236 eastern daylight time, an experimental amateur-built Velocity SUV, N753GK, was substantially damaged while attempting to land at Albert Whitted Airport (SPG), St. Petersburg, Florida. The private pilot and the passenger were not injured. The airplane was registered to a private company and operated by the pilot as a 14 Code of Federal Regulations Part 91 personal flight. No flight plan was filed for the flight that departed the Sebastian Municipal Airport (X26), Sebastian, Florida.

The pilot stated that he was aware of cranes near the approach end of the runway 18 and made sure he was high enough to clear them. He said the approach to land was steeper and faster than normal. The airplane landed long and in instead of going around, the pilot continued with the landing. The airplane went off the runway and into the Atlantic Ocean, which resulted in substantial damage to the fuselage.

The pilot held a private pilot certificate with a rating for airplane single-engine land. His last Federal Aviation Administration (FAA) third-class medical was issued on December 5, 2011. At that time, he reported a total of 500 flight hours.

Weather reported at the airport at 1253, was wind from 170ø at 8 knots, visibility 10 miles, few clouds at 3,200 ft, temperature 32øC, dew point 25øC, and an altimeter setting of 30.02 inches of mercury.

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Accident Rpt# GAA17CA536 07/30/2017 1000 EDT Regis# UNREG

Westfield, PA

Apt: Sharretts PN91

Acft Mk/Mdl MENZIMER GARY RAY FIRESTAR

Acft Dmg: SUBSTANTIAL

Rpt Status: Prelim

Prob Caus: Pending

Fatal 0 Ser Inj 0

Flt Conducted Under: FAR 091

Opr Name: FRED A. SHARRETTS

Opr dba:

Aircraft Fire: NONE

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Accident Rpt# GAA17CA496	08/18/2017	2000	Regis# N7677M	Murphy, ID	Apt: Maf Training Airstrip NA
Acft Mk/Mdl MIKE REED SUPER CUB			Acft SN 007	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Acft TT 245	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MIKE REED			Opr dba:		Aircraft Fire: NONE

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Accident Rpt# GAA17CA440	07/23/2017	450 AKD	Regis# N6333Y	Cordova, AK	Apt: Cordova Muni CKU
Acft Mk/Mdl MITCHELL DERRYLE V RANS S 7			Acft SN 0596188	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 912 UL			Acft TT 335	Fatal 0 Ser Inj 0	FIt Conducted Under: FAR 091
Opr Name: CHRISTOPHER L. MAXCY			Opr dba:		Aircraft Fire: NONE
					AW Cert: SPE

Events

1. Takeoff - Loss of lift

Narrative

The pilot of the float-equipped airplane reported that, following takeoff from a lake, he turned left downwind about 750 ft. above the water. He added that, once the turn was completed, the airplane encountered a strong downdraft, which "pushed [the] tail of [the airplane] down and away to [the] left" and the airplane began to descend. The pilot corrected with left rudder and was able to "straighten [the airplane] just prior to [the] right float tip contacting water." The airplane impacted the water, nosed over, and sank. The pilot egressed without further incidence.

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 on the NTSB Form 6120.1 that the wind was from the east/southeast at 15 to 20 knots, gusting to 25 knots. The pilot reported a takeoff to the east.

A review of recorded data from an automated weather observation station located about 7 nautical miles to the east of the accident, about the time of the accident, reported winds calm, 10 statues miles visibility, few clouds at 600 ft, scattered clouds at 1,200 ft, and an overcast ceiling at 3,200 ft, temperature 54øF, dew point 54øF, and an altimeter setting at 30.19" Hg. The computed density altitude at 750 ft. was 322 ft.

The Federal Aviation Administration's Airport Facility Directory, for an airport 2 nautical miles west of the accident site, states in part: "strong East winds, rwy subj to strong downdrafts."

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Accident Rpt# WPR17LA194	08/26/2017 800 PDT	Regis# N9066F	Goldendale, WA	Apt: Goldendale S20
Acft Mk/Mdl PAUL GAYWOOD E CH 601 HD-HD		Acft SN 6-4188	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR 0-200 SERIES			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PAUL GAYWOOD E		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Takeoff - Loss of engine power (total)

Narrative

On August 26, 2017, about 0800 Pacific daylight time, an experimental Gaywood CH601 airplane, N9066F, experienced a loss of engine power shortly after takeoff from the Goldendale Airport (S20), Goldendale, Washington. The airplane sustained substantial damage to the left wing during the subsequent forced landing in hilly terrain. The pilot/owner operated the airplane as a 14 Code of Federal Regulations Part 91 local personal flight. The pilot was not injured. Visual meteorological conditions prevailed and no flight plan had been filed.

According to the pilot, he had replaced the fuel filter and then refueled the airplane with aviation gas (100-low lead) the morning of the accident. He then performed a 15-minute engine ground run with no discrepancies found. The engine was shut down and he opened the cowl to check for any leaks. Finding none, he then readied the airplane for the local area flight, and taxied to the run-up area. He stated that the run-up was a little longer than normal, but no problems were encountered.

After takeoff, the airplane climbed to about 75 feet above ground level, when the engine lost power. The pilot initiated a 90-degree turn from the runway heading to make an off-airport landing. During the landing roll, the airplane collided with terrain.

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Accident Rpt# WPR17FA185	08/19/2017 1355 PDT	Regis# N246TM	Madras, OR	Apt: Madras Municipal S33
Acft Mk/Mdl RICH WHEELER EXPRESS CT		Acft SN 145	Acft Dmg: DESTROYED	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl TELEDYNE CONTINENTAL MOTORS			Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: RICH MARK J		Opr dba:		Aircraft Fire: GRD
				AW Cert: SPE

Events

1. Approach-VFR pattern base - Aerodynamic stall/spin
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Narrative

On August 19, 2017, about 1355 Pacific daylight time, a Rich Wheeler Express CT, N246TM, impacted the wall of a canyon while on approach to land at the Madras Municipal Airport, Madras, Oregon. The pilot/owner was operating the airplane under the provisions of 14 Code of Federal Regulations Part 91. The private pilot, the sole occupant, sustained fatal injuries; the airplane was destroyed. The cross-country personal flight originated from San Carlos, California at an unknown time with a final destination of Madras. Visual meteorological conditions prevailed and no flight plan had been filed.

The pilot submitted a reservation request and payment to the Madras airport operations on July 22, 2017 indicating that he intended to arrive on August 19, at 1400 and depart on August 21. The pilot was planning to camp at the airport and participate in the Oregon Solarfest, where activities were being held for the viewing of the solar eclipse.

A Notice to Airmen (NOTAM) was in effect at the time of the accident, which gave instructions to pilots as to the procedures they must follow to land at the Madras airport. A Non-Federal Contract Tower (NFCT) provided air traffic control services at the airport to help facilitate the increased traffic.

The NOTAM instructed pilots that all arrivals into Madras must be conducted at the time of their assigned reservation and via the routes depicted in the NOTAM unless otherwise instructed by the controllers. When arriving from the south, the NOTAM stated that the pilot should perform the "Cove Entry," which consisted of reporting over the Cove Palisades State Park (COVE) and fly north to Lake Simtustus Resort (RESORT), then to continue inbound toward the airport (east) and enter a left downwind for runway 34 (south).

According to the controller working at the tower at the time of the accident, the pilot checked in at COVE and was instructed to report his position when he was over RESORT. Several minutes later, after other traffic departed, the controller modified the pilot's instructions and told him to proceed to a 3-mile final to runway 34. After a few minutes, the controller requested that the pilot report his position to which he responded that he was on a 3-mile left base to runway 34. The controller cleared him to land and observed a plume of smoke shortly thereafter.

Witnesses stated that they observed the airplane turn and dive in a nose-low near-vertical descent toward the ground.

The accident site was located on the north-facing slope of a canyon comprised of soft dirt and trees. The wreckage was about 1.1 nautical miles from the approach end of runway 34 on a bearing of 190 degrees. The first identified points of contact consisted of freshly severed tree limbs adjacent to the main wreckage. The debris field was primarily contained in the area of the main wreckage on a 60-70 degree slope at an elevation of about 2,350 feet msl. The area of contact was in a slight ravine in the ebb of the canyon wall. The main wreckage had been subjected to severe thermal damage and consisted of the outboard right wing, empennage, engine, and the mostly ashen remains of the fuselage. The cabin was completely consumed by fire. The wreckage was recovered for further examination.

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Accident Rpt# CEN17FA334	08/31/2017 1130 EDT	Regis# N212ZF	Fishers, IN	Apt: Indianapolis Metropolitan UMP
Acft Mk/Mdl VANS AIRCRAFT INC RV-12-NO SERIES	Acft SN 120136	Acft Dmg: DESTROYED	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl ROTAX 912ULS	Acft TT 153	Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091	Aircraft Fire: GRD
Opr Name: PILOT	Opr dba:		AW Cert: SPX	

Events

1. Takeoff - Collision during takeoff/land

Narrative

On August 31, 2017, about 1130 eastern daylight time, a Vans Aircraft Inc. RV-12 airplane, N212ZF, impacted terrain following a takeoff from runway 15 at the Indianapolis Metropolitan Airport (UMP), near Fishers, Indiana. The private pilot, who was the sole occupant, was fatally injured. The airplane was destroyed during the impact and a post impact ground fire. The airplane was registered to and operated by the pilot as a 14 Code of Federal Regulations Part 91 personal flight. Day visual meteorological conditions prevailed in the area about the time of the accident, and the flight was not operated on a flight plan. The local flight was originating from UMP at the time of the accident.

A flight instructor giving dual instruction at UMP reported that he was with a student in a Robinson R22 helicopter preparing to execute an autorotation landing to runway 15. His student made a radio call approximately 4 miles from the field that announced their intentions to make a straight in landing on 15. As the helicopter descended through short final, an airplane began to cross the runway hold short line to take 15 while simultaneously announcing his departure over the radio. As soon as radio call ended the aircraft was just reaching the runway 15 threshold markings. The instructor immediately made a radio call announcing that the helicopter was already on short final. The airplane pilot did not respond and continued to take the runway. The instructor indicated, "At this point it was clear we would have to initiate a go around in order to avoid a collision. Instead of proceeding upwind and risking a collision while he was taking off, I opted to do a right 360 off of the southwest side of the approach end of 15 to ensure we would remain clear of his departure path. As we began the right 360 I made a calmly mannered radio call directed toward the aircraft explaining that it was bad practice to cut off approaching aircraft on short final." The airplane pilot never responded to this or any other radio calls from the helicopter. The instructor further stated, "As we came back around on final after executing the right 360 I noticed a fire in the grass off of the departure end of the runway. I began to look for the departing airplane and also noted that he had not made any other radio calls announcing his departure from the pattern. At this point I realized it was pretty clear that the fire was likely the departing airplane. I immediately initiated a go around and radioed the Metro unicom instructing them to call 911 for the wrecked airplane. I then executed the rest of the go around and flew over the wreckage to try and assess the damage. I immediately landed the helicopter direct to the ramp and then called 911 again from my phone." The instructor said that he never had two-way radio communication with the pilot of the airplane and that he did not see the airplane takeoff or impact terrain.

According to preliminary information given to the airport police, another witness saw the airplane during its climbout. The airplane descended, impacted grassy terrain southeast of the runway, and caught on fire.

The 78-year-old pilot held a Federal Aviation Administration (FAA) private pilot certificate with an airplane single engine land rating. His most recent application for a FAA third-class medical certificate was dated June 28, 2012. As of this medical exam, the pilot reported that he had accrued 1,200 total hours of flight time and 23 hours of flight time in the six months before the medical certificate. That medical certificate had a limitation: Must wear corrective lenses.

N212ZF was an experimental operating light-sport kit-built Van's Aircraft Inc. RV-12 airplane with serial number 120136. The airplane was a single engine, low-wing monoplane, configured to seat two occupants in a side-by-side seating arrangement. It employed a fixed tricycle landing gear arrangement and was constructed primarily from aluminum alloy materials. The airplane was powered by a 100-horsepower Rotax 912 ULS engine. The engine drove a two-bladed, Sensenich composite, adjustable pitch, propeller. The airplane was equipped with a forward opening, tip-up canopy. An endorsement in the airplane's logbooks indicated that a condition inspection was completed on November 20, 2016, and that the airplane had accumulated 153.4 hours of total time at that date.

The airplane was equipped with a Dynon FlightDEK-D180 seven-inch wide screen display unit. The unit's primary functions include attitude, airspeed, altitude, vertical speed, gyro-stabilized magnetic compass, slip/skid ball, turn rate, clock, timers, g-meter, and horizontal situation indicator. This instrument features ADAHRS (Air Data, Attitude and Heading Reference System), which integrates over a dozen solid-state sensors. The unit can continuously monitor up to 27 available sensor inputs that cover the engine, fuel and other miscellaneous systems and annunciate any abnormality immediately upon detection. The Dynon's internal memory is

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capable of logging data depending on the firmware version installed in the unit. The data logging must be configured by the operator to enable logging and set the data log interval.

At 1129, the recorded weather at the Indianapolis Regional Airport, near Indianapolis, Indiana, was: wind 070ø at 5kts; visibility 10 statute miles; sky condition clear; temperature 21ø C; dew point 17ø C; altimeter 30.11 inches of mercury.

UMP was a public, non-towered airport, which was owned by the Indianapolis Airport Authority. It was located near Fishers, Indiana, about eight miles northeast of Indianapolis, Indiana. The airport had one runway and a surveyed elevation of 811.3 ft above mean sea level. Runway 15/33 was a 4,004 ft by 100 ft runway with a grooved asphalt surface. The airport listed 123.0 megahertz as its common traffic advisory frequency. Airport operations personnel examined the runway after the accident and no liberated airplane parts were found.

An on-scene examination of the wreckage was conducted. A page from the airplane's checklist, a section of foam, and a pair of glasses were found in the grass near the departure threshold of the runway. The airplane impacted the ground about 225 ft southeast of the departure end of runway 15 where a linear impact mark with a depression at its center, consistent with the size of the airplane's wings, engine cowling, and nose landing gear, was found. That linear mark revealed an impact heading of 140ø. The airplane came to rest upright on about a 100ø heading about 104 ft after that impact mark. The grass along a linear path between the impact witness mark and where the airplane came to rest was chafed. That linear path heading was about 150ø. The nose landing gear was separated from the airplane and was found near the depression at the witness mark. Sections of the airplane were liberated along the path. One side of a headset was found about 13 ft from the impact mark. A composite propeller was found about 20 ft from the impact mark. A section of cowling was found about 80 ft from the impact mark. The fuselage by the cabin and inboard sections of the wings exhibited discoloration, deformation, and consumption damage consistent with a ground fire. Flight control cables from the rudder and elevator were traced from their flight control surfaces to the cabin area near their controls. Aileron control continuity could not be traced due to the fire damage present. The throttle, choke, and cabin heat were found in their forward positions. Engine control cables were traced from the cabin to the engine. Electrical power was applied to the trim motor and the trim motor was found to be operational.

The Hamilton County Coroner's Office arranged for an autopsy to be performed on the pilot.

The engine and Dynon unit were retained for further detailed examination.

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Accident Rpt# WPR17LA195	09/02/2017 1030	Regis# N65EW	Cascade, ID	Apt: N/a
Acft Mk/Mdl WALKER EDGAR E GLASTAR-GS-1	Acft SN 5296	Acft Dmg: DESTROYED	Fatal 1	Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320 SERIES		Ser Inj 1	Fit Conducted Under: FAR 091	
Opr Name: DAVID BOWERS	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPE	

Events

2. Maneuvering - Loss of control in flight

Narrative

On September 2, 2017, about 1030 mountain daylight time, an experimental amateur-built Glastar GS-1, N65EW, was destroyed when it impacted terrain during maneuvering flight above a federal wilderness about 15 miles east-southeast of Cascade, Idaho. The private pilot was seriously injured, and his pilot-rated passenger was fatally injured. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed.

According to the previous owner ("the seller") of the airplane, he lived in Idaho and based the airplane at Nampa Municipal Airport (MAN), Nampa, Idaho. About two weeks before the accident, he sold the airplane to another individual ("the buyer") who lived in Georgia. Several days before the accident, the buyer notified the seller that he was having a friend of his, who also lived in Georgia, come to Idaho to pick up the airplane and fly it back to Georgia. On September 1, the pilot met the seller at MAN to complete the transfer of the airplane. The seller offered to fly with the pilot in order to familiarize him with the airplane, but said that he could only do that if the seller could fly from the left seat, since he had never flown from the right seat. Alternatively, the seller also offered to provide a certified flight instructor (CFI) if the pilot preferred to fly from the left seat; the pilot opted for this course of action. Later that day, the pilot and CFI flew the airplane for about one and a half hours, after which the ownership transfer was completed. The pilot told the seller that he was leaving for Georgia the following morning, and did not mention any other flight plans to the seller. About 6pm the next day (September 2), the seller texted the pilot to ask how the return flight was progressing, and the pilot informed him of the accident.

According to the pilot, his cousin, who was also a pilot, lived in Idaho, and the two planned to take the airplane to a private backcountry airstrip, Sulfur Creek Ranch Airport, (ID74), Cascade, Idaho. At some point enroute to ID74, the pilot inadvertently flew into a "box canyon," and realized that the airplane was unable to out climb the terrain. He began executing a course reversal turn to escape, but the airplane stalled and impacted the ground. The pilot was able to use his mobile telephone to notify authorities of the accident. About 3 hours after the accident, a US Forest Service helicopter rendered assistance to the pilot. About an hour later, first responders were lowered to the pilot to prepare him for aerial extraction.

The wreckage was tightly contained on a rocky clearing in a forested area. The left wing was canted forward about 80 degrees, and the right wing was canted aft a similar amount. The two-blade propeller and hub had separated from the engine, and were located in a ravine about 150 feet forward of the wreckage. There was no fire. The impact site elevation was approximately 7,500 feet above mean sea level. According to the helicopter pilot who effected the recovery of the pilot, smoke from a nearby forest fire reduced visibility somewhat, but the smoke was "not an issue" of impediment or concern.

Federal Aviation Administration (FAA) records indicated that the pilot held a private pilot certificate with an airplane single-engine land rating. His most recent FAA second-class medical certificate was issued in February 2017. On his application for that certificate, the pilot indicated that he had a total flight experience of 998 hours. According to the seller, the pilot told him that he (the pilot) did not have any backcountry flight experience, but that he hoped to move to Idaho and begin gaining backcountry flying experience.

FAA records indicated that the airplane was manufactured in 1998, and had an empty weight of 1,331 lbs. The records indicated that the current seller had purchased the airplane in November 2016, and that he was the third owner. According to the seller, the airplane was equipped with a Lycoming O-320 series engine, and he had accumulated about 40 hours on the engine since he had had it partially overhauled a few months after he purchased the airplane. The seller stated that the maximum allowable gross weight was about 1,990 lbs., and that the total fuel capacity was 50 gallons. Fuel records at NAM indicated that the airplane was fueled with 38.9 gallons at about 5 pm on September 1, which was several hours after the ownership transfer was completed.

Review of meteorological information indicated that visual meteorological conditions (VMC) existed at the accident locale about the time of the accident, and first responder reports indicated that the area remained VMC for most of the day. Based on the upper air sounding data for the accident site for 1000 local time, the temperature would have been 19.2 degrees C at the accident site elevation.