
National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA227	03/18/2017 803 PDT	Regis# N153JM	Borrego Springs, CA	Apt: N/a
Acft Mk/Mdl CUBCRAFTERS INC CC11-160-NO SERIES	Acft SN CC11-00153	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl CUB CRAFTERS INC CC340	Acft TT 306	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: SEGEL DAVID S	Opr dba:	Aircraft Fire: NONE		AW Cert: SPX

Events

1. Takeoff - Collision during takeoff/land
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Narrative

The private pilot reported that he landed off airport to an unimproved surface. He remarked that the, "airplane only needs about 60 feet of ground roll to become airborne." During the attempted takeoff the airplane ascended about 2 ft. above ground level before the landing gear wheel impacted desert shrubs and the pilot aborted the takeoff. The airplane touched down and developed a side load and the right main landing gear collapsed. The airplane sustained substantial damage to the lower fuselage tube struts and the firewall.

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# GAA17CA261	05/05/2017 720 EDT	Regis# N228KM	Arecibo, PR	Apt: Antonio (nery) Juarbe Pol Airp ABO
Acft Mk/Mdl QUICKSILVER MANUFACTURING INC	Acft SN 0142	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl ROTAX 582 UL	Acft TT 361	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: WALDEMAR MOJICA	Opr dba:	Aircraft Fire: NONE		AW Cert: SPX

Events

1. Enroute - Controlled flight into terr/obj (CFIT)

Narrative

The pilot in the weight-shift-controlled aircraft reported that he was performing a maintenance flight about 40 ft. above ground level. He recalled that he remained in the pattern and he was in a level flight profile when the left wing struck a tree. The aircraft fell to the ground and sustained substantial damage to the left wing strut and trailing edge tubes.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the weight-shift-controlled aircraft that would have precluded normal operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA370	06/26/2017 1600 MST	Regis# N473CQ	Cottonwood, AZ	Apt: Cottonwood P52
Acft Mk/Mdl AERO-ACE CE 1		Acft SN PARD-1	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL A65		Acft TT 782	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MIGUEL A. GONZALEZ		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Summary

The pilot reported that, immediately after takeoff, the airplane drifted hard to the right. He applied left aileron and left rudder to no avail. Subsequently, the right wing and landing gear impacted the ground, and the airplane came to rest nose down.

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

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 about 14 nautical miles from the accident site reported that, about the time of the accident, the wind was from 200ø at 15 knots, gusting to 22 knots. The pilot was departing on runway 32.

As a recommendation, the pilot reported that a higher takeoff speed would have helped him better control the airplane.

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 in gusting crosswind conditions.

Events

1. Takeoff - Loss of control in flight
2. Takeoff - Attempted remediation/recovery
3. Takeoff - Collision with terr/obj (non-CFIT)
4. Takeoff - 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, immediately after takeoff, the airplane drifted hard to the right. He applied left aileron and left rudder with no avail. Subsequently, the right wing and landing gear impacted the ground, and the airplane came to rest nose down.

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

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 about 14 nautical miles from the accident site reported, about the time of the accident, the wind was from 200ø at 15 knots, gusting to 22 knots. The pilot was departing on runway 32.

As a recommendation, the pilot reported that a higher takeoff speed would have helped him better control the airplane.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA333	09/24/2017 1715 EDT	Regis# N830S	Ambler, PA	Apt: Wings Field Airport LOM
Acft Mk/Mdl BUSCHMANN/VANZEE VARI EZ		Acft SN 2069	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-235 SERIES			Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: BECKNER PHILLIP D JR		Opr dba:		Aircraft Fire: NONE

Events

1. Initial climb - Loss of engine power (partial)
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Narrative

On September 24, 2017, about 1715 eastern daylight time, an experimental amateur-built Vari EZ, N830S, was destroyed when it impacted trees and terrain near Ambler, Pennsylvania. The private pilot sustained serious 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 Wings Field Airport (LOM), Blue Bell, Pennsylvania, just prior to the accident.

According to a witness, during takeoff, the engine sounded like it did "not reach full rpm" and it took the entire 3,700-ft-long runway for the airplane to lift off the ground. Then, about 200 ft above ground level the engine "stopped." Another witness reported hearing the engine "sputter." The airplane was "wobbling," descended, and impacted trees prior to coming to rest near a house.

Initial examination of the airplane by a Federal Aviation Administration inspector revealed that both fuel tanks were ruptured and fuel was leaking from the wings. The canopy was separated from the fuselage and the forward section of the fuselage exhibited crush damage. The engine remained attached to the airframe and the propeller remained attached to the engine.

The airplane was retained for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA208	03/25/2017 1530 EDT	Regis# N978ER	Louisa, VA	Apt: Louisa County Airport/freeman LKU
Acft Mk/Mdl DEMPSEY DANIEL M ZODIAC		Acft SN 001	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl DANIEL DEMPSEY CORVAIR CONVE	Acft TT 45	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DEMPSEY DANIEL M	Opr dba:		Aircraft Fire: NONE	AW Cert: SPX

Events

1. Approach-VFR pattern downwind - Fuel exhaustion

Narrative

The private pilot in the light-sport-experimental airplane reported that the flight was conducted with the intent of burning off fuel, because he planned to pick up a passenger. When the pilot entered the downwind traffic pattern, the engine stopped. The pilot reported that, "my mistake had been to not switch fuel tanks before the one I was on was sucked dry." The pilot switched the fuel selector to a full tank and attempted to re-start the engine as he maneuvered to make the runway. He was unable to re-start the engine and he over shot the runway. The airplane's airspeed was slow and the airplane stalled. The airplane landed hard on the left side of the runway centerline and remained on the runway when it came to rest. The airplane sustained substantial damage to the firewall and the fuselage aft of the firewall.

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# WPR17LA209B	09/17/2017	820 PDT	Regis# N248DF	Reno, NV	Apt: Reno/stead RTS
Acft Mk/Mdl FARNSWORTH RV-8			Acft SN 81751	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl MATTITUCK IO-360				Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SWORTZEL ROBERT L			Opr dba:		Aircraft Fire: NONE
					AW Cert: SPE

Events

1. Maneuvering - Midair collision
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Narrative

On September 17, 2017, about 0820 Pacific daylight time, a Trudel GP 4, C-GTPX and a Farnsworth RV-8, N248DF, collided in midair about 1 mile southeast of the Reno Stead Airport (RTS), Reno, Nevada. The GP 4's airline transport pilot and the RV-8's airline transport pilot were not injured. The GP 4 sustained minor damage to the propeller; the RV-8 sustained substantial damage to the right wing and aileron. The GP 4 was registered to a private individual and was operated as Race 96. The RV-8 was registered to the pilot and was operated as Race 26. Both airplanes were operated by the pilots under the provisions of 14 Code of Federal Regulations Part 91 as an air race flight. Visual meteorological conditions prevailed and no flight plan was filed for either flight, which originated from RTS about 5 minutes prior to the accident.

The pilot of the RV-8 reported that he was positioned in the number 7 slot of a line abreast formation during the start sequence for the sport medallion race. As the flight was descending toward the race course, prior to the pace airplane pilot releasing the formation to start the race, he heard a loud noise followed by an immediate roll to the left. The pilot stated that he was able to level the airplane and landed uneventfully on runway 32.

The pilot of the GP 4 reported that he was positioned in the number 8 slot of the formation, located to the right of the RV-8. As the flight descended toward the race course, he saw the RV-8 "pop down quickly" and he attempted to "rudder right" while reducing power to avoid the RV-8 and another airplane to his right. The pilot stated that shortly after, his airplane collided with the RV-8. Following the collision, he pitched upward and rolled to the right to avoid the surrounding airplanes. Subsequently, the pilot landed uneventfully on runway 26.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN17LA363	09/24/2017 1214	Regis# N11AW	Eagle, CO	Apt: Eagle County Regional Airport EGE
Acft Mk/Mdl LINN LANCAIR IV-PROPJET		Acft SN LIV-537	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PILOT		Opr dba:		Aircraft Fire: NONE

Events

1. Approach-IFR final approach - Loss of engine power (partial)

Narrative

On September 24, 2017, at 1214 mountain daylight time, a Linn Lancair IV-Propjet, N11AW, experienced a partial loss of engine power and impacted terrain during final approach to runway 25 at Eagle County Regional Airport (EGE), Eagle, Colorado. The pilot performed a forced landing to a field about one-mile from the approach end of runway 25 after he was unable to increase engine power above idle. The airplane sustained substantial damage. The pilot was uninjured. The airplane was registered to and operated by the pilot under 14 Code of Federal Regulations Part 91 as a test flight that was not operating on a flight plan. The local flight originated at 1204 and was destined to EGE.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA182	03/09/2017 1100 EST	Regis# N237PM	Robbinsville, NJ	Apt: Trenton-robbinsville N87
Acft Mk/Mdl PEDERSEN BJARNE MARTIN		Acft SN 7423	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL CD155			Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: B. MARTIN PEDERSEN		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Summary

The pilot of a tailwheel-equipped airplane reported that, during the landing roll, the airplane veered off the runway to the left. He added that he applied rudder inputs and full power to arrest the veer but was unsuccessful. The airplane continued to veer off the runway and impacted a tree.

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

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

An automated weather observation located about 10 miles northwest of the airport reported that, about 7 minutes before the accident, the wind was from 280ø at 14 knots, gusting to 21 knots. The airplane was landing on runway 29.

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 roll in gusting wind conditions.

Events

1. Landing - Loss of control on ground
2. Landing - Runway excursion
3. Landing - 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. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
3. Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on operation
4. Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome

Narrative

The pilot of a tailwheel-equipped airplane reported that, during the landing roll, the airplane veered off the runway to the left. He added that he applied rudder inputs and full power to arrest the veer, but was unsuccessful. The airplane continued to veer off the runway and impacted a tree.

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

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 located about 10 miles north west of the accident airport reported that, about 7 minutes before the accident, the wind was from 280ø at 14 knots, gusting to 21 knots. The airplane was landing runway 29.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17CA177	05/10/2017 1540 EDT	Regis# N532SE	Reedsville, PA	Apt: Mifflin County Airport RVL
Acft Mk/Mdl REUPERT MARK AVID FLYER-NO SERIES	Acft SN 231	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl ROTAX 582	Acft TT 900	Fatal 0	Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: MCAA ROBERT T	Opr dba:	Aircraft Fire: NONE	AW Cert: SPE	

Summary

The sport pilot, who was also the owner of the experimental, amateur-built, tailwheel airplane, stated that he was demonstrating maneuvers for the purpose of developing his brother's familiarity with the make and model airplane. The sport pilot's brother was a pilot-rated passenger, was seated in the right seat, and had not previously flown the make and model airplane. After completing about 1 hour of maneuvers, the sport pilot's brother attempted to take off in calm wind. During the takeoff roll, as the tail became airborne, the airplane began to swerve. The sport pilot's brother overcorrected for the swerve, and the airplane departed the right side of the runway. The sport pilot attempted to regain control and climb over obstacles, but the airplane stalled and impacted a field. Examination of the wreckage revealed damage to both wings and the fuselage. No preimpact mechanical malfunctions were observed, nor did the pilots report any.

Cause Narrative

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

Events

1. Takeoff - Loss of control on ground
2. Takeoff - Loss of control in flight
3. Takeoff - Aerodynamic stall/spin
4. Uncontrolled descent - Collision with terr/obj (non-CFIT)

Findings - Cause/Factor

1. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Not attained/maintained - C
2. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Narrative

The sport pilot, was also the owner of the experimental, amateur-built, tailwheel airplane stated that he was demonstrating maneuvers for the purpose of developing his brother's familiarity with the make and model airplane. The sport pilot's brother was a pilot-rated passenger, seated in the right seat and had not previously flown the make and model airplane. After completing about 1 hour of maneuvers, the sport pilot's brother attempted a takeoff in calm wind. During the takeoff roll, as the tail became airborne, the airplane began to swerve. The sport pilot's brother overcorrected for the swerve and the airplane departed the right side of the runway. The sport pilot attempted to regain control and climb over obstacles, but the airplane stalled and impacted a field. Examination of the wreckage by a Federal Aviation Administration inspector revealed damage to both wings and the fuselage. The inspector did not observe any preimpact mechanical malfunctions, nor did the pilots report any.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA171 03/01/2017 1130 PST Regis# N801SX Mercey Hot Spri, CA Apt: Mercey Hot Springs CN22
Acft Mk/Mdl SMITH DOUGLAS J. SONEX-LTD. Acft SN 0801 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl JABIRU 3300A Acft TT 528 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: RENNIE, RODERICK M Opr dba: Aircraft Fire: NONE
AW Cert: SPX

Summary

The sport pilot reported that he was landing on an airfield and overflew the runway multiple times searching for a wind sock. He watched another airplane land to the south, and he made his approach to the south also. He reported that his altitude was too high during his first approach, so he aborted the landing. He asserted that, "This should have alerted me that there was a tailwind." He flew one traffic pattern and made a second approach with the power at idle and full flaps. He established his approach, but the airplane sank quickly and touched down short of the runway and nosed over. The airplane sustained substantial damage to the canopy, the vertical stabilizer, and the rudder.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. According to the Airport Facility Directory, the airfield was equipped with a wind indicator. However, no wind indicator could be located on or near the airfield by the National Transportation Safety Board investigator-in-charge.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The sport pilot's unstabilized approach with a tailwind, which resulted in touchdown short of the runway and a subsequent nose-over.

Events

1. Landing - Landing area undershoot
2. Landing - Hard landing
3. Landing - Collision with terr/obj (non-CFIT)
4. Landing - Nose over/nose down

Findings - Cause/Factor

1. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C
2. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
3. Personnel issues-Action/decision-Info processing/decision-Identification/recognition-Pilot - C
4. Environmental issues-Conditions/weather/phenomena-Wind-Tailwind-Effect on operation - C

Narrative

The sport pilot reported that he was landing to an airfield and over flew the runway multiple times in search of a wind sock. He watched another airplane land to the south and he made his approach to the south also. He reported that his altitude was too high during his first approach and aborted the landing. He asserted that, "This should have alerted me that there was a tail wind." He flew one traffic pattern and made a second approach with the power at idle and full flaps. He established his approach but the airplane sank quickly and touched down short of the runway and nosed over. The airplane sustained substantial damage to the canopy, the vertical stabilizer and the rudder.

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

According to the Airport Facility Directory, the airfield is equipped with a wind indicator. However, no wind indicator could be located on or near the airfield by the NTSB investigator-in-charge.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA554 09/21/2017 1545 UTC Regis# N233TD Old Forge, NY Apt: Old Forge NK26
Acft Mk/Mdl THOMAS J MURRAY KITFOX SUPER Acft SN KA12155233 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: MURRAY THOMAS J Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR17LA209A	09/17/2017 820 PDT	Regis# CGTPX	Reno, NV	Apt: Reno/stead RTS
Acft Mk/Mdl TRUDEL GP 4		Acft SN PT 572	Acft Dmg: MINOR	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MARK TER KEURS		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Maneuvering - Midair collision
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Narrative

On September 17, 2017, about 0820 Pacific daylight time, a Trudel GP 4, C-GTPX and a Farnsworth RV-8, N248DF, collided in midair about 1 mile southeast of the Reno Stead Airport (RTS), Reno, Nevada. The GP 4's airline transport pilot and the RV-8's airline transport pilot were not injured. The GP 4 sustained minor damage to the propeller; the RV-8 sustained substantial damage to the right wing and aileron. The GP 4 was registered to a private individual and was operated as Race 96. The RV-8 was registered to the pilot and was operated as Race 26. Both airplanes were operated by the pilots under the provisions of 14 Code of Federal Regulations Part 91 as an air race flight. Visual meteorological conditions prevailed and no flight plan was filed for either flight, which originated from RTS about 5 minutes prior to the accident.

The pilot of the RV-8 reported that he was positioned in the number 7 slot of a line abreast formation during the start sequence for the sport medallion race. As the flight was descending toward the race course, prior to the pace airplane pilot releasing the formation to start the race, he heard a loud noise followed by an immediate roll to the left. The pilot stated that he was able to level the airplane and landed uneventfully on runway 32.

The pilot of the GP 4 reported that he was positioned in the number 8 slot of the formation, located to the right of the RV-8. As the flight descended toward the race course, he saw the RV-8 "pop down quickly" and he attempted to "rudder right" while reducing power to avoid the RV-8 and another airplane to his right. The pilot stated that shortly after, his airplane collided with the RV-8. Following the collision, he pitched upward and rolled to the right to avoid the surrounding airplanes. Subsequently, the pilot landed uneventfully 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: Factual Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: CSERFOI GYULA GEORGE Opr dba: Aircraft Fire: NONE
AW Cert: SPE

Summary

According to a local news report, after the accident, the noncertificated pilot stated, "The wind got the better of me and the near-death experience is pretty interesting." He further stated, "I tried to level out before the crash into the house and aimed for the tree. I thought we were dead and I pulled the yoke as far as I could to get the elevation leveled out, which saved our life. I hit the tree with the wing and we spun and landed." Subsequently, the airplane came to rest in the residential neighborhood.

The airplane sustained substantial damage to both wings.

After multiple requests, the noncertificated pilot failed to submit the National Transportation Safety Board Form 6120.1 Pilot/Operator Aircraft Accident/Incident Report.

The automated weather observation system at the accident airport reported that, about the time of the accident, the wind was from 320ø at 17 knots, gusting to 25 knots. The pilot departed on runway 29.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The noncertificated pilot's failure to maintain clearance from residential buildings and trees in gusting wind conditions.

Events

1. Initial climb - Loss of control in flight
2. Uncontrolled descent - Collision with terr/obj (non-CFIT)

Findings - Cause/Factor

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

Narrative

According to a local news report, after the accident the non-certificated pilot stated, "The wind got the better of me and the near death experience is pretty interesting." He further stated, "I tried to level out before the crash into the house and aimed for the tree. I thought we were dead and I pulled the yoke as far as I could to get the elevation leveled out, which saved our life. I hit the tree with the wing and we spun and landed." Subsequently, the airplane came to rest in the residential neighborhood.

The airplane sustained substantial damage to both wings.

After multiple requests, the non-certificated pilot failed to submit the National Transportation Safety Board (NTSB) Form 6120.1 Pilot/Operator Aircraft Accident/Incident Report, as required.

The automated weather observation system on the accident site airport reported, about the time of the accident, the wind from 320ø at 17 knots, gusting to 25 knots. The pilot departed on runway 29.