
National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA18CA002 10/05/2017 1800 PDT Regis# N2918A Camarillo, CA Apt: Camarillo CMA
Acft Mk/Mdl ULTRALIGHT AMERICA SPITFIRE II-NO Acft SN 19661978 Acft Dmg: UNK Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: LAWRENCE STEVEN R Opr dba: Aircraft Fire:

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Accident Rpt# GAA17CA397	07/07/2017 1515 EDT	Regis# N253BC	Ahoskie, NC	Apt: N/a
Acft Mk/Mdl RAINBOW SKY REACH (PTY) LTD	Acft SN CH143B	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl ROTAX 912ULS	Acft TT 169	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: OVERWATCH TOOLS LLC.	Opr dba:		Aircraft Fire: NONE	
			AW Cert: LTSP	

Events

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

Narrative

The pilot of the float-equipped airplane reported that, he overflew the river where he planned to land about 1,000 ft. above the water. He observed "negligible surface clues" indicating wind direction and recalled that a nearby "ATIS" reported the wind as "light" and from the southwest, so he decided to land to the south. He added that, following a normal landing touchdown, as the airplane was slowing, a "sudden moderate to severe gust of wind came from the right to left." He added that, he "inputted right stick to counter" the wind gust and applied power to "go-around," but the airplane nosed over forward and to the left.

The fuselage, empennage, and both wings sustained substantial damage.

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

An automated weather observation station, about the time of the accident, 14 nautical miles (NM) southwest from the accident site, reported wind from 340ø at 3 knots. The departure airport, about 30 NM northeast, near the time the pilot departed, reported wind from 300ø at 4 knots. The pilot reported the wind from the southwest, gusting 10 to 15 knots. He added that the landing direction was to the south.

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Accident Rpt# ERA18FA005	10/05/2017 1830 EDT	Regis# N484HC	Bardstown, KY	Apt: Samuels Field BRY
Acft Mk/Mdl BRYANT C CROSBY BC ULTRA PUP-NO	Acft SN 002	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl REVMASER 2100-D	Acft TT 54	Fatal 1	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: HALL JOHN D	Opr dba:	Aircraft Fire: NONE	AW Cert: SPE	

Events

1. Approach-VFR go-around - Aerodynamic stall/spin
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Narrative

On October 5, 2017, about 1830 eastern daylight time, an experimental, amateur-built BC Ultra Pup, N484HC, collided with terrain following a go-around at Samuels Field Airport (BRY), Bardstown, Kentucky. The airplane was substantially damaged. The private pilot was fatally injured. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91. Day, visual meteorological conditions prevailed, and no flight plan was filed for the local, personal flight. The flight originated about 1815.

A pilot-rated witness observed the airplane in the traffic pattern at BRY. He reported that the pilot flew a left-hand pattern for runway 3, and the first approach appeared normal. During the flare, the pilot appeared to be "over controlling the plane," and performed a go-around without touching down. The airplane remained in the traffic pattern for a second approach. The witness momentarily went inside the airport's fixed base operator (FBO), and when he returned to the ramp, he observed the airplane climbing. The airplane was about two-thirds of the way down the runway, and was not climbing at the same rate as the previous two departures. As the airplane passed the departure end of runway 3, the right wing dropped and the airplane appeared to "go straight down at a high rate of speed with the nose generally pointing east." The airplane descended below a stand of trees, then reappeared, with the nose slightly up and pointing generally north before it disappeared behind the trees for a second time and crashed. The witness reported that the engine sounded normal during the entire flight.

The airplane crashed in a soybean field, about 1,635 ft northeast of the departure end of runway 3. The airplane came to rest in a near vertical nose down attitude at the location of initial ground impact. There was no fire. All components of the airplane were accounted for at the accident site. Flight control continuity was confirmed from all flight control surfaces to the cockpit controls.

The pilot, age 68, held a private pilot certificate with a rating for airplane single engine land. He was seated in the aft cockpit seat. According to the Federal Aviation Administration (FAA), the pilot did not hold a current medical certificate; however, he reported 800 hours of total flight experience on an application for an FAA second class medical certificate on October 2, 2014.

The high-wing, single-engine, two-seat, tandem cockpit airplane incorporated a tailwheel landing gear. The airplane was equipped with a Revmaster 2100-D, 65-horsepower reciprocating engine, which was modified for aviation applications from a Volkswagen air-cooled engine core. The engine was fitted with a Tennessee Propellers fixed pitch wooden propeller. The airplane was built in 2013 and was purchased by the pilot in May 2017. The total airframe time was 54.3 hours. A condition inspection was completed on September 22, 2017, at 52.4 hours total time.

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Accident Rpt# GAA17CA555	09/21/2017 1845 EDT	Regis# N186KW	Fayetteville, NC	Apt: Fayetteville Rgnl/grannis Fiel FAY
Acft Mk/Mdl GODWIN JEFF E SAFARI		Acft SN 2176	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
		Acft TT 133	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: KENNY HARDIN		Opr dba:		Aircraft Fire: NONE

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Accident Rpt# GAA17CA552 09/21/2017 1410 EDT Regis# N40WH Franklin, PA Apt: Venango Rgnl FKL
Acft Mk/Mdl HENCKEN WILLIAM PIETENPOL AIR Acft SN 40 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Opr Name: DAVID L. JONES Acft TT 107 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr dba: Aircraft Fire: NONE

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Accident Rpt# WPR14LA263	06/22/2014 1430	Regis# N127JK	Lehi, UT	Apt: Cedar Valley UT10
Acft Mk/Mdl KNELL ASC SPIRIT-NO SERIES		Acft SN 0004	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
		Acft TT 285	Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: KNELL JEFF K		Opr dba:		Aircraft Fire: NONE

Events

1. Approach-VFR pattern final - Aerodynamic stall/spin

Narrative

HISTORY OF FLIGHT

On June 22, 2014, about 1430 mountain daylight time, an experimental amateur-built, ASC Spirit Glider, N127JK, impacted terrain about one-half mile southeast of the Cedar Valley Airport (UT10), 10 miles west of Lehi, Utah. The glider was owned and being operated by the pilot/builder as a visual flight rules personal local flight under 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plan was filed. The solo pilot received fatal injuries. The glider departed UT10, about 1350.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on June 23, a Federal Aviation Administration (FAA) air safety inspector who visited the accident site, said witnesses reported that the glider was circling to land on runway 35. During the descent, the pilot made several steep turns. When the airplane was about 40 to 50 ft above the ground, the right wing dropped and the glider suddenly nosed into the ground short of the runway.

A witness who was the tow-plane pilot, reported that he towed the glider to about 7,500 ft. (mean sea level) where the pilot released from the tow. The tow pilot then landed back at the airfield and met with another glider pilot he was preparing to tow.

The witness added that the accident glider made several circles southeast of the airport and then announced over the radio that he was setting up to land on runway 35. He reported that it appeared the accident glider was coming in too steep. He added that he watched as the glider's turns continued to steepen and then the glider descended straight down at an "almost vertical attitude."

An additional witness reported that he saw the glider from a distance, and that the glider was about 500-800 ft above the ground, and it appeared to be circling back towards the airport when he lost sight of it.

When he saw it again, it appeared to be 30 to 40 ft above the ground. He saw the glider crash south of the airport.

A third witness reported that the glider was coming in to land and made a turn. He added that it looked like the glider stalled and crashed nose first.

PERSONNEL INFORMATION

The pilot held a private pilot certificate with a glider rating. The pilot received a third-class medical certificate on October 17, 1995, with the limitation for corrective lenses. No personal flight records were discovered for examination and the pilot's total flying experience was estimated to be about 350 total flight hours.

AIRCRAFT INFORMATION

The airplane was an experimental amateur-built ASC, single-seat, Spirit glider, built by the pilot in 2007. The pilot/builder held a Repairman Experimental Aircraft certificate issued by the Federal Aviation Administration. Maintenance records showed that the last condition inspection (Annual equivalent) was completed by the pilot/builder on May 18, 2013. At the time of the inspection, the glider had accrued a total of 285 flight hours.

METEOROLOGICAL INFORMATION

The closest official weather reporting station, about 7 miles northwest of the accident site, reported sky condition clear, temperature 86 degrees, dew point 36

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degrees, altimeter setting 29.95 inches of mercury, wind variable at 4 knots, and visibility 15 miles. The density altitude was calculated to be 7,874 ft.

COMMUNICATIONS

Prior to the accident, the pilot of the accident airplane was heard on the airport's universal communications radio frequency (UNICOM) reporting his position and intent to land; no mechanical anomalies were reported.

AIRPORT INFORMATION

Cedar Valley Airport (UT 10), was privately-owned and permission from the owner was required for operating at the airport. The airport was located in a high desert valley at an elevation of 5,000 ft, and had a gravel runway (17/35) 100 ft wide and 5,100 ft long. There was no official weather reporting at the airport. The airport did have a windsock. The Airport Facilities Directory remarks stated glider operations on and in the vicinity of the airport.

WRECKAGE AND IMPACT INFORMATION

According to a Utah County Deputy who was dispatched to the accident site, upon arrival, he found the glider about one quarter to one half mile South of the airport.

The glider was oriented with the nose pointing southwest. There were imprints in the ground under each wing. There was damage to the tail, cockpit, left wing, and nose. The scattered debris appeared mostly in front of the glider.

The pilot's seat and pilot were located outside of the glider and the pilot was wearing a parachute.

An FAA air safety inspector examined the glider. The inspector said all the major components of the glider were present, and no mechanical anomalies were found.

Photographs provided by the Utah County Sheriff, Spanish Fork, Utah, taken at the accident site were provided to the National Transportation Safety Board (NTSB) investigator-in-charge.

Photographs taken the day of the accident showed Visual Flight rules weather conditions at the time the photos were taken.

The photos showed the glider upright on the dirt, in a large expanse of flat desert landscape. No trees or large vegetation were visible. No ground-scars were visible at the point of impact. The major structural components of the glider were present. The glider was composite construction, and the nose/cockpit section showed compression fracturing up and aft, consistent with impact at a steep nose-down angle. The cockpit showed a pronounced bend to the left forward of the cockpit's aft bulkhead. The right-wing appeared relatively intact and undamaged. The left-wing showed compression aft and separation forward at the wing-root. The upper and lower left-wing panels had separated along the leading and trailing edges. The vertical stabilizer had folded forward and showed compression fracturing on the upper portion of the joint/intersection with the tail-cone.

MEDICAL AND PATHOLOGICAL INFORMATION

A postmortem examination of the pilot was completed under the authority of the Utah Department of Health, Office of the Medical Examiner, Salt Lake City, Utah. The pilot's cause of death was attributed to multiple blunt force injuries.

The FAA Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma, completed a toxicological examination September 8, 2014. No toxicological anomalies were found.

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Accident Rpt# ERA17LA338	09/15/2017 1310 EDT	Regis# N1356W	Southfields, NY	Apt: N/a
Acft Mk/Mdl PARKS RICHARD A STARDUSTER SA	Acft SN RAP-02	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-290 SERIES	Acft TT 610	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: HAGUE DANA M	Opr dba:	Aircraft Fire: NONE		AW Cert: SPE

Events

1. Enroute-cruise - Fire/smoke (non-impact)
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Narrative

On September 15, 2017, about 1310 eastern daylight time, an experimental, amateur-built Starduster SA-100, N1356W, was substantially damaged during a precautionary landing near Southfields, New York. The private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight that departed Chester Airport (SNC), Chester, Connecticut, and was destined for Warwick Municipal Airport (N72), Warwick, New York. The airplane was operated under the provisions of 14 Code of Federal Regulations Part 91.

According to the pilot, he was flying on a short cross-country flight to N72, when during cruise flight at 2,500 ft mean sea level, he noticed smoke coming from the engine cowling. He was 7 miles from his destination, but decided to land immediately due to a possible fire. He saw an open field that the airplane could land in; however, during touchdown he noticed the grass was about 5 ft tall. The airplane immediately cartwheeled upon touchdown and came to rest at a 45° nose-down attitude.

Examination of the wreckage by a Federal Aviation Administration inspector revealed that the airplane had sustained damage to the landing gear, right upper wing, rudder and vertical stabilizer.

The airplane was retained for further examination.

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Accident Rpt# CEN18FA003	10/04/2017 1105 CDT	Regis# N428AP	Eden Prairie, MN	Apt: Flying Cloud FCM
Acft Mk/Mdl SCHAFFER FISHER HORIZON 2	Acft SN 001	Acft Dmg: DESTROYED	Fatal 1	Rpt Status: Prelim Prob Caus: Pending
			Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SCHAFFER PHILIP A	Opr dba:			Aircraft Fire: GRD
				AW Cert: SPE

Events

1. Initial climb - Loss of control in flight
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Narrative

On October 4, 2017, at 1108 central daylight time, N428AP, an amateur built Schaffer Fisher Horizon 2 airplane, collided with terrain in Eden Prairie, Minnesota. The private rated pilot was fatally injured, and the airplane was destroyed by impact forces and a postimpact fire. The airplane was registered to and operated by a private individual as a 14 Code of Federal Regulations Part 91 personal flight. Visual flight rules conditions existed near the accident site at the time of the accident, and a flight plan had not been filed. The local flight departed from the Flying Cloud Airport (FCM), Eden Prairie, Minnesota, about 1103.

According to the FCM control tower controller, the pilot had departed on runway 28R. Several witnesses reported seeing the airplane takeoff and just prior to the impact. Witnesses on the airport that saw the takeoff, reported the airplane was "unstable" during the takeoff. They described the airplane pitching up and down, and banking as it climbed out. One witness stated he was able to see the top of the wings as if the airplane was straight up and down before it made a turn to the southeast. Other witnesses who saw the airplane just before the impact reported the airplane was in a steep nose down, left descending spiral. The witnesses reported seeing the airplane complete between 1 « and 3 spirals before it descended below the trees. Several witnesses reported hearing the airplane engine sound. The FCM controller also reported the pilot had aborted a previous takeoff attempt, just prior to the accident flight. The reason for the aborted takeoff is unknown.

The initial impact point was in the parking lot on the south side of the Resurrection Life Church located on Glory Lane, Eden Prairie, Minnesota. The wreckage debris path from the first impact to the main wreckage was on a magnetic heading of 30ø. The initial ground impact consisted of scrape marks on the asphalt. About 20 feet further along the path was a gouge mark in the pavement which contained numerous pieces of splintered wood. The right wing was located wrapped around a light pole about 210' from the initial impact. Further along the wreckage path were the burned fuel tanks, the engine, what remained of the cockpit/fuselage, the empennage, and lastly the propeller hub. The wreckage from the right wing to the end of the wreckage path was mostly destroyed by fire. Pieces of the splintered composite propeller blade, plexiglass, and wood were scattered along the entire wreckage path.

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Accident Rpt# CEN17CA371 09/29/2017 1243 CDT Regis# N712RL Itasca, TX Apt: N/a
Acft Mk/Mdl THREEET RICHARD L VANS RV 7A Acft SN 71000 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: CSM AVIATION LLC Opr dba: Aircraft Fire: NONE
