

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA190	03/11/2017 1345 PST	Regis# N56FD	Minden, NV	Apt: Minden-tahoe MEV
Acft Mk/Mdl DAVIS FRANK R XENOS		Acft SN XNS-019	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl JABIRU 3300A		Acft TT 74	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: FRANK R. DAVIS		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Landing - Loss of control on ground
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Narrative

The pilot of the tailwheel-equipped airplane reported that, during touchdown the airplane "weathervaned to the left and full right rudder could not keep it on the runway". Subsequently, the main landing gear dug into the soft mud and the airplane nosed over.

The airplane sustained substantial damage to the empennage.

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

The automated weather observation system located on the accident airport reported that, about the time of the accident, the wind was variable at 6 knots. The pilot landed on runway 34.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA409 07/12/2017 1930 CDT Regis# N108SR Spicewood, TX Apt: N/a
Acft Mk/Mdl PROGRESSIVE AERODYNE INC SEAREY Acft SN 1002 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 914 Acft TT 170 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: BLUE SKIES & CALM WATERS LLC Opr dba: Aircraft Fire: NONE
AW Cert: STN

Summary

The pilot of the amphibious, float-equipped airplane reported that he failed to retract the landing gear before landing on water. The fuselage sustained substantial damage.

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 failure to retract the landing gear before landing on water.

Events

1. Landing - Landing gear not configured
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Findings - Cause/Factor

1. Aircraft-Aircraft systems-Landing gear system-(general)-Not used/operated - C
 2. Personnel issues-Action/decision-Action-Forgotten action/omission-Pilot - C
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Narrative

The pilot of an amphibious float-equipped airplane reported that he had failed to retract the landing gear before landing on water. The fuselage sustained substantial damage.

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# WPR16LA135 07/04/2016 930 PDT Regis# N916BN St. Maries, ID Apt: St. Maries Municipal Airport S72
Acraft Mk/Mdl BERT N NORRIS RV-6 Acft SN 21085 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320 Acft TT 972 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: PAUL F. VIETZKE Opr dba: Aircraft Fire: NONE
AW Cert: SPE

Summary

The private pilot reported that, on short final to the runway, the engine lost partial power. The pilot then switched fuel tanks, activated the boost pump, and pumped the throttle, but engine power was not restored. The pilot subsequently landed in a field about 300 to 500 ft short of the runway, and the airplane nosed over.

Postaccident examination of the airplane and engine revealed no mechanical anomalies that would have precluded normal operation. The pilot stated that he believed that the loss of power was due to carburetor ice because he might not have applied carburetor heat during the flight. The weather conditions at the time of the accident were conducive to moderate carburetor icing at cruise power settings and serious carburetor icing at descent power settings. It is likely that the loss of engine power resulted from carburetor icing due to the pilot's failure to apply carburetor heat.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: partial loss of engine power due to carburetor icing, which resulted from the pilot's failure to apply carburetor heat.

Events

1. Approach-VFR pattern final - Fuel related
2. Emergency descent - Off-field or emergency landing
3. Landing-landing roll - Nose over/nose down

Findings - Cause/Factor

1. Aircraft-Aircraft systems-Ice/rain protection system-Intake anti-ice, deice-Not used/operated - C
2. Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Effect on equipment - C
3. Personnel issues-Action/decision-Action-Lack of action-Pilot - C

Narrative

On July 4, 2016, about 0930 Pacific daylight time, a Bert N. Norris RV-6, experimental amateur-built conventional gear airplane, was substantially damaged during a forced landing following a loss of engine power near St. Maries Municipal Airport (S72), St. Maries, Idaho. The airplane was registered to a private individual and operated by the pilot as a 14 Code of Federal Regulations Part 91 personal flight. The private pilot and one passenger were not injured. Visual meteorological conditions (VMC) prevailed and a flight plan was not filed. The flight originated from Homeport Airport (11WA), Cheney, Washington, about 0910.

During a telephone interview with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on the day following the accident, the pilot stated that while on short final approach to runway 28 at S72, the engine experienced a partial loss of power. He believed the power loss was due to carburetor icing, as he may not have activated the carburetor heat. He then switched fuel tanks, activated the boost pump, pumped the throttle, but was unable to restore power. The pilot reported that he subsequently landed the airplane in a field about 100 yards from the approach end of runway 28. During the landing roll, the airplane nosed over, which resulted in substantial damage to the rudder.

In a written report submitted to the NTSB IIC on July 14, 2016, the pilot reported that as he approached S72 he visually confirmed that the weather was still VMC. He entered the [traffic] pattern for runway 28, began to reduce power on the engine, and while in the turn from base leg to final approach the engine completely quit. The pilot stated that he verified that the carburetor heat and the fuel boost pump were on, after which he changed the fuel selector to the opposite tank. He then looked for a place to land, but most of the fields were filled with hay bales, which prompted him to continue his turn to the airport. The pilot stated that the airplane touched down about 500 ft short of runway 28 and nosed over. The airplane sustained damage to both wings, the rudder and the elevator.

According to a Federal Aviation Administration aviation safety inspector who performed an onsite postaccident examination of the airplane, the inspector reported that he was able to rotate the propeller by hand, that the engine appeared to be in good shape, and the examination revealed no general indication of engine failure that would have been causal to the accident. Additionally, the inspector reported that the pilot relayed to him that carburetor heat might not have been applied during the flight, which may have caused the engine to lose power during the approach to the airport.

National Transportation Safety Board - Aircraft Accident/Incident Database

According to a carburetor icing probability chart, the reported temperature and dew point at the time of the accident were in a range for moderate carburetor icing at cruise power settings and serious carburetor icing at descent power settings.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR18LA003A	10/07/2017 1030 MST	Regis# N966EZ	Tucson, AZ	Apt: Ryan Field RYN
Acft Mk/Mdl BOROM MARCUS P LONG EZ-NO SERIES	Acft SN 966	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING 0-320 SERIES		Ser Inj 0		Flt Conducted Under: FAR 091
Opr Name: BOROM MARCUS P	Opr dba:			Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Approach-VFR pattern downwind - Midair collision
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Narrative

On October 7, 2017, about 1030 mountain standard time, an experimental amateur built Borom Long EZ, N966EZ, and a Piper PA-28-180, N15664, collided midair about 1 mile northwest of the Ryan Field Airport (RYN) Tucson, Arizona. The private pilot, sole occupant of the Long EZ, and the private pilot and passenger of the Piper, were not injured. The Long EZ sustained substantial damage to the left rudder and the Piper sustained minor damage to the landing gear assembly. Both airplanes were registered to private individuals and operated by the pilots as 14 Code of Federal Regulations Part 91 personal flights. Visual meteorological conditions prevailed, and no flight plan was filed for either flight. The Long EZ departed RYN about 0950 and the Piper departed from Chandler Municipal Airport, Chandler, Arizona, about 0935.

The pilot of the Long EZ reported that he was on downwind when he observed another airplane on left base, slightly above him, off to his right side, and closing rapidly. Shortly thereafter, the airplanes collided.

According to the pilot of the Piper, he began his turn for a left base for runway 6L when he noticed an airplane coming from the east, on downwind. The pilot of the Piper stated that he attempted to avoid the other airplane, however, his airplane's landing gear struck the Long EZ.

Both pilots declared an emergency and landed at RYN without further incident.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA238	04/17/2017 1045 CDT	Regis# N822DC	Indianola, IA	Apt: Nash Field Indianola IA66
Acft Mk/Mdl CHEUNG DAVID S VANS RV6-A		Acft SN 60510	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DAVID S. CHEUNG		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Summary

The pilot reported that he overshot the wet, grass runway during landing and impacted a ditch. However, he added that he should have touched down at a slower speed and that the wet, grass runway affected the braking performance.

The airplane sustained substantial damage to the engine mount.

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

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's failure to maintain an adequate approach path, which resulted in a long landing and subsequent runway overrun.

Events

1. Landing - Runway excursion

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. Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-Wet surface-Effect on equipment

Narrative

The pilot reported that, he overshot the wet, grass runway during landing and impacted a ditch.

The airplane sustained substantial damage to the engine mount.

The pilot 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# GAA17CA484	08/10/2017 1200 EDT	Regis# N211BP	Ocean City, NJ	Apt: Ocean City Muni 26N
Acft Mk/Mdl CONSTRUCCIONES AERONAUTICAS SA	Acft SN E-3B-172	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360-A2B	Acft TT 2908	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ARTHUR MANFREDI - HANGAR 13 LLC	Opr dba:	Aircraft Fire: NONE		
AW Cert: SPE				

Events

1. Landing - Loss of control on ground
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Narrative

The pilot of the tailwheel-equipped biplane reported that, during the landing roll, the biplane started to veer right. He attempted to regain control, but the biplane continued to veer right and ground looped. Subsequently, the bottom of the left wing impacted the ground and the left main gear collapsed.

The biplane sustained substantial damage to the left wing

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR14LA327	08/05/2014 1020 PDT	Regis# N518DT	Winterhaven, CA	Apt: N/a
Acft Mk/Mdl DAVID L THOMPSON CHALLENGER II	Acft SN CH2-0711-2894	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl HKS E 700 T	Acft TT 128	Fatal 0	Ser Inj 2	Flt Conducted Under: FAR 091
Opr Name: THOMPSON DAVID L	Opr dba:		Aircraft Fire: NONE	AW Cert: SPE

Events

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

HISTORY OF FLIGHT

On August 5, 2014, about 1020 Pacific daylight time, an experimental, David Thompson, Challenger II, N518DT, collided with terrain during a forced landing following a loss of engine power near Winterhaven, California. The private pilot and one passenger sustained serious injuries; the airplane sustained substantial damage to the fuselage. The owner/pilot was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The cross-country personal flight departed Yuma, Arizona, about 0940, with a planned destination of El Cajon, California. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that after refueling at Yuma International Airport (YUM) they departed and climbed to 6,500 feet when the engine suddenly quit. The pilot attempted to restart the engine but was unsuccessful. During the landing and while still 20 ft high, the airplane encountered a wind gust, impacted the ground hard, and nosed over.

PERSONNEL INFORMATION

AIRCRAFT INFORMATION

METEOROLOGICAL CONDITIONS

TESTS AND RESEARCH

The airplane structure was substantially damaged during the accident sequence, but the engine appeared to be undamaged. The airplane electrical system appeared to be intact, however during the prestart sequence, the number two electrical system would not activate properly. The number one system indicated an ignition fault, which investigators were unable to correct.

Several attempts to start the engine were unsuccessful; the engine would stumble, backfire, and stop. Investigators examined the sparkplugs and determined that only one set of the plugs were firing on each cylinder. The engine was flooding out and when the engine would start to run the exhaust was black in color. The Computer Engine Control (CEC) module did not contain nonvolatile memory, and it could not be determined if the CEC was functioning properly.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA16LA305	08/20/2016 930 EDT	Regis# N516VB	Eustis, FL	Apt: N/a
Acft Mk/Mdl DAYTON A BABCOCK STORM-NO SERIES	Acft SN TTS61	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl SUZUKI - GEO G13B	Acft TT 45	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ROLANDO DIAZ	Opr dba:		Aircraft Fire: NONE	AW Cert: SPE

Events

1. Takeoff - Loss of engine power (total)
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Narrative

On August 20, 2016, about 0930 eastern daylight time, an experimental amateur-built Storm, N516VB, was substantially damaged while attempting to depart from a grass field in Eustis, Florida. The airline transport pilot was not injured. The weight-shift-control aircraft was registered to Lake Hoppers Air Adventures, Inc. and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Day, visual meteorological conditions prevailed at the time, and no flight plan was filed. The local flight originated from Mid Florida Air Service Airport (X55), Eustis, about 0915.

The pilot reported that he was en route to Tavares, Florida, when he noted a red indicator light on his instrument panel, and a loss of engine power. Approximately 12 gallons of fuel were on board. He landed the aircraft in a field uneventfully and called friends for assistance. The aircraft battery was found to be "completely dead," so he obtained a new battery, installed it, and test ran the engine. He ran the engine again prior to takeoff and found it to perform "satisfactory." He commenced the takeoff from the grass field and noticed that the aircraft was not accelerating as expected. He later reported that the grass was tall, possibly hindering acceleration. The engine subsequently began to lose power. He rejected the takeoff and applied the wheel brakes. The brakes locked up and the airplane skidded toward a fence. The aircraft collided with the fence and a house and came to rest on its left side. The pilot reported the aircraft damage as substantial; the front fork collapsed and the wing spar was broken. He reported that he did not consider the effect of the tall grass on performance and could have aborted the takeoff more quickly.

The pilot later stated, in retrospect, he was convinced that, ".the component that failed was the alternator that was not charging, hence the loss of engine power when the voltage ran low." The aircraft was equipped with a Suzuki G13B automotive engine. The engine utilized electronic fuel injection and ignition. He stated that the engine was overhauled about 45 hours prior to the accident.

The pilot held airline transport, commercial, and sport pilot certificates with ratings for airplane multiengine land, airplane single engine land, airplane single engine sea, and glider. He reported 17,000 hours of total flight time, including 350 hours in the accident aircraft type.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA407	07/12/2017 730 MDT	Regis# N116GD	Los Lunas, NM	Apt: Mid Valley Airpark E98
Acft Mk/Mdl GERALD DONOVAN RANS S-16		Acft SN 0101027	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl TELEDYNE CONTINENTAL MOTORS	Acft TT 2	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GERALD DONOVAN	Opr dba:		Aircraft Fire: NONE	AW Cert: SPE

Events

1. Takeoff - Loss of control on ground

Narrative

The pilot of the experimental amateur-built airplane reported that he was performing a "test flight" and had accumulated about 2 hours of total flight time previously with the airplane. He added that, during the takeoff roll the airplane veered to the left and he responded by applying right rudder and aft pitch to rotate the airplane. He added that, as the airplane lifted off the runway, the airplane continued to the left and impacted weeds and a ditch.

The elevator, wings, and right aileron sustained substantial damage.

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# ERA17LA292	08/23/2017 1945 EDT	Regis# N888MG	Albion, NY	Apt: Gaines Valley Aviation NY06
Acft Mk/Mdl HOSTEIN K/HOSTEIN S PIETENPOL-NO	Acft SN SKH-1	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL O-200	Acft TT 900	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name:	Opr dba:	Aircraft Fire: NONE		
AW Cert: SPE				

Events

1. Initial climb - Flight control sys malf/fail

Narrative

On August 23, 2017, at 1945 eastern daylight time, an experimental amateur-built Pietenpol, N888MG, collided with trees and terrain while attempting to depart from Gaines Valley Aviation Airport, (NY06) Albion, New York. The private pilot received minor injuries and the airplane was substantially damaged. The airplane was operated under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual flight rules conditions prevailed near the accident site at the time of the accident, and no flight plan was filed for the local flight.

The private pilot, a friend of the owner of the airplane, had flown the airplane many times before the accident flight and was planning on a local sightseeing flight. The pilot reported that the preflight inspection, engine start, run-up, and taxi were normal. During the take-off roll, the tail lifted off normally, but immediately after, the airplane began a yaw to the left. The pilot attempted to correct with aileron and rudder control input with little effect. With full right aileron and full right rudder applied to the rudder bar, the airplane continued a turn to the left. The pilot reported the "speed was too great to land next to the runway" on the rough surface, so he elected to climb over the hanger and trees.

Upon reaching the trees, about 250 feet south of runway 27, the left wing struck branches, descended into the trees, spun around, and struck the ground upright. The pilot stated the control anomaly did not present itself during normal ground operations, but only itself during flight.

Initial examination of the wreckage by a Federal Aviation Administration Inspector revealed that 4 feet of the left outboard wing spar was fractured. The landing gear collapsed damaging the airframe, and the firewall was damaged. One blade of the propeller was broken. The fuel tank was intact and contained approximately 10 gallons of 100 low lead fuel and the engine contained 4 quarts of oil.

The airplane was recovered from the accident site and retained for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ANC13LA089 07/22/2013 1948 AKD Regis# N13NV Hoonah, AK Apt: N/a
Acft Mk/Mdl HOWARD M. SHEPHERD SUPERCUB Acft SN AK18103 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-C2A Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: HOWARD M SHEPHERD Opr dba: Aircraft Fire: NONE
AW Cert: SPE

Summary

The commercial pilot was landing a tailwheel-equipped, experimental, amateur-built airplane on a soft, remote tidal beach. Friends familiar with the circumstances of the accident said that, while landing at the beach, the pilot inadvertently touched down faster than anticipated. During the landing roll on the soft beach, the pilot applied heavy braking, and the airplane subsequently nosed over. A Federal Aviation Administration inspector who examined the airplane after recovery reported no preimpact mechanical problems with the airplane 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 selection of an unsuitable off-airport landing site and his subsequent landing at too high of an airspeed, which resulted in his excessive use of brakes during the landing roll and resulted in a nose-over.

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Events

1. Landing-landing roll - Loss of control on ground
2. Landing-landing roll - Nose over/nose down

Findings - Cause/Factor

1. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Incorrect use/operation - C
2. Aircraft-Aircraft systems-Landing gear system-Landing gear brakes system-Incorrect use/operation - C
3. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Surface speed/braking-Incorrect use/operation - C
4. Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
5. Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C
6. Environmental issues-Physical environment-Terrain-(general)-Decision related to condition - C

Narrative

On July 22, 2013, about 1948 Alaska daylight time, a tundra tire, tailwheel-equipped, Howard M. Shepherd Supercub experimental amateur-built airplane, N13NV, nosed over during landing on a remote tidal beach at Freshwater Bay, Chichagoff Island, about 15 miles east-southeast of Hoonah, Alaska. The commercial pilot was not injured, and the airplane sustained substantial damage. The personal flight was operated under the provisions of 14 Code of Federal Regulations Part 91 with no flight plan filed. The flight departed Juneau International Airport, Juneau, Alaska, at an undetermined time.

A Federal Aviation Administration (FAA) operations inspector assigned to the Juneau Flight Standards District Office examined the airplane after its recovery and reported that it sustained substantial damage to the rudder, left wing spar, and both wing lift struts. In addition, the FAA inspector reported that there were no preaccident mechanical anomalies with the airplane that would have precluded normal operation.

The FAA inspector also reported that friends of the pilot that were familiar with the circumstances of the accident said that while the accident pilot was landing at the remote beach site, he inadvertently touched down slightly faster than anticipated on the soft beach. During the landing roll the pilot applied heavy braking, and the airplane subsequently nosed over on the soft beach terrain.

The pilot did not respond to numerous telephone and mail requests, and no NTSB Form 6120 was received.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA467	07/30/2017 1700 CDT	Regis# N616JJ	Lawrenceburg, TN	Apt: Lawrenceburg-lawrence County 2M2
Acft Mk/Mdl JAMES D RIGGS RV-10-NO SERIES		Acft SN 40853	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540		Acft TT 70	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: RIGGS, JAMES D.		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Landing - Hard landing
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Narrative

The pilot reported that, during the landing flare, the airplane encountered windshear and landed hard. He added that during the bounce, he applied power to go around, but the airplane yawed to the left "severely". The pilot added right rudder and reduced power to abort the takeoff in an attempt to land back on the runway. The airplane "about 6 ft. [above ground level]" continued left and the left wing impacted a ditch. Subsequently, the propeller struck the ground, the airplane rotated 180°, and the airplane came to rest.

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

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

There were no nearby National Weather Service reporting stations. An online commercial weather service provider reported that a nearby station, about the time of the accident, reported wind from 315° @ 1.6 mph, gusting 3.4 mph. The pilot reported sky clear, visibility 10+, temperature 74?, altimeter 29.90, and he observed the wind direction from 270° at a light and variable speed, gusting to 7 knots. The airplane landed on runway 35.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17CA152 04/11/2017 1030 EDT Regis# N3846T Windsor Twp, PA Apt: N/a
Acft Mk/Mdl LAZEAR JOHN T ZENAIR STOL CH 701-N Acft SN 73696 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl BOMBARDIER ROTAX 912UL Acft TT 469 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: JOHN STONE Opr dba: Aircraft Fire: NONE
AW Cert: SPE

Summary

The pilot of the experimental, amateur-built airplane reported that he attempted to take off on a grass portion of his property that extended about 1,000 ft before reaching power lines. During takeoff on an approximate 130° heading, he noticed the airplane was not climbing fast enough to clear the power lines. He pulled up "hard" to clear the power lines but stalled the airplane. The left wing dipped down, and the airplane impacted the ground. The right wing separated from the fuselage, and the empennage was crushed behind the wings. Both main landing gear separated from the fuselage, and the nose landing gear folded back under the engine compartment.

The pilot reported that there were no preimpact mechanical malfunctions or anomalies with the airplane that would have precluded normal operation. He added that he thought the wind was swirling and that the airplane may have encountered some wind shear. The recorded wind at an airport located about 13 miles west of the accident site, about the time of the accident, was from 320° at 4 knots.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's improper pretakeoff planning, his failure to maintain adequate airspeed, and his exceedance of the airplane's critical angle of attack during a short-field takeoff with a tailwind, which resulted in an aerodynamic stall.

Events

1. Initial climb - Aerodynamic stall/spin
2. Uncontrolled descent - Collision with terr/obj (non-CFIT)

Findings - Cause/Factor

1. Personnel issues-Task performance-Planning/preparation-(general)-Pilot - C
2. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
3. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
4. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Capability exceeded - C
5. Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-(general)-Effect on operation
6. Environmental issues-Conditions/weather/phenomena-Wind-Tailwind-Effect on operation

Narrative

The pilot of the experimental amateur-built airplane reported that he attempted to takeoff on a grass portion of his property, that extended about 1,000 ft prior to reaching powerlines. During takeoff on an approximate 130° heading, he noticed the airplane was not climbing fast enough to clear the powerlines. He pulled up "hard" to clear the powerlines but stalled the airplane. The left wing dipped down and the airplane impacted the ground. The right wing separated from the fuselage and the empennage was crushed behind the wings. Both main landing gear separated from the fuselage, and the nose gear folded back under the engine compartment. The pilot reported there were no preimpact mechanical malfunctions or anomalies that would have precluded normal operation of the airplane. He added that he thought the wind was swirling and may have encountered some windshear. The recorded wind at an airport located about 13 miles west of the accident site, about the time of the accident, was from 320° at 4 knots.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA16LA296 08/20/2016 1000 EDT Regis# N51TM Canandaigua, NY Apt: Canandaigua D38
Acft Mk/Mdl MANTELL ALLAN T KITFOX 4 1200-IV Acft SN C9406-0031 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl JABIRU 2200 Acft TT 551 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: MANTELL ALLAN T Opr dba: Aircraft Fire: NONE
AW Cert: SPE

Summary

The private pilot, who was also the owner/builder of the experimental, amateur-built, tailwheel-equipped airplane, was conducting a cross-country personal flight. He reported that, during landing, a rudder pedal torque tube separated, which resulted in a loss of directional control and the airplane departing the right side of the runway.

Metallurgical examination revealed that the vertical torque tube for the right rudder pedal had fractured at a fillet welded intersection where it attached to a horizontal torque tube. The fracture surface exhibited a small thumbnail-like fatigue region followed by an overstress region.

The pilot had assembled the airplane about 16 years before the accident, and it had accrued about 551 hours of operation. The actual kit model was manufactured 22 years before the accident, and 1 year later, the kit manufacturer published a service letter (SL) applicable to the accident airplane model, which advised owners that the company had recently noticed signs of fatigue in rudder pedal torque tubes. The SL instructed owners to inspect the areas for fatigue and offered a reinforcement kit. Further, 6 years later, the kit manufacturer redesigned the rudder pedal torque tubes for subsequent models to include a reinforcement similar to the reinforcement that had previously been offered in the reinforcement kit. The accident airplane was not equipped with the reinforcement kit recommended in the SL nor was it equipped with the newer rudder torque tube design.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The failure of the right rudder pedal torque tube due to fatigue, which resulted in a loss of directional control during landing. Also causal to the accident was the airplane owner/builder's failure to install a rudder torque tube reinforcement or replacement in accordance with the kit manufacturer's recommendation.

Events

1. Landing - Sys/Comp malff/fail (non-power)
2. Landing - Loss of control on ground
3. Landing - Runway excursion
4. Landing - Collision with terr/obj (non-CFIT)

Findings - Cause/Factor

1. Aircraft-Aircraft systems-Flight control system-Rudder control system-Fatigue/wear/corrosion - C
2. Aircraft-Aircraft systems-Flight control system-Rudder control system-Failure - C
3. Personnel issues-Task performance-Maintenance-(general)-Owner/builder - C
4. Personnel issues-Action/decision-Action-Lack of action-Owner/builder - C

Narrative

On August 20, 2016, about 1000 eastern daylight time, an experimental amateur-built Kitfox 4-1200, N51TM, was substantially damaged while landing at Canandaigua Airport (D38), Canandaigua, New York. The private pilot was not injured. The airplane was registered to and operated by the private pilot as a personal flight conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from Whitfords Airport (B16), Weedsport, New York, about 0920.

The pilot reported that while landing on a turf airstrip adjacent to runway 31, a rudder pedal torque tube separated and the airplane departed the right side of the runway. The airplane subsequently impacted an uneven field and came to rest upright.

Examination of the wreckage by a Federal Aviation Administration inspector revealed substantial damage to the wings and fuselage. The separated section of rudder pedal torque tube was retained and forwarded to the National Transportation Safety Board Materials Laboratory for further examination. Metallurgical examination revealed that the vertical torque tube for the right rudder pedal fractured at a fillet welded intersection where it attached to a horizontal torque tube. The fracture surface exhibited a small thumbnail like fatigue region followed by an overstress region.

The single-seat, high-wing, tailwheel-equipped airplane, serial number C9406-0031, was assembled from a kit by the pilot in 2000 and issued an FAA experimental airworthiness certificate. Its most recent condition inspection was completed on August 8, 2016. At that time, the airframe had accumulated 547.4

total hours of operation. It had flown an additional 3.3 hours from the time of the last inspection, until the accident.

The FAA inspector that examined the wreckage further stated that although assembly of the accident airplane was completed in 2000, the kit was actually a 1994 model. On August 22, 1995, the kit manufacturer released Service Letter No. 47 (SL-47), applicable to the accident airplane model, which advised owners that the company had recently noticed signs of fatigue in rudder pedal torque tubes. The SL instructed owners to inspect the areas for fatigue and offered a reinforcement kit (P/N 35015.000) for \$59.95. Further, in 2000, the kit manufacturer redesigned the rudder pedal torque tubes for subsequent models, to include a reinforcement similar to what had previously been offered in the reinforcement kit. The inspector added that the accident airplane was not equipped with the newer rudder torque tube design, nor was it equipped with the reinforcement kit offered in SL-47.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA451	07/28/2017 1030 CDT	Regis# N410BP	Oshkosh, WI	Apt: Wittman Rgnl OSH
Acft Mk/Mdl MARK GOLDBERG BEARHAWK		Acft SN	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MICHAEL NELLIS		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

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

Narrative

The pilot of the tailwheel-equipped airplane reported that, during the landing roll in crosswind conditions, when "transitioning from rudder to braking the tail started rapidly swinging to the left due to wind." He added that "rudder correction was ineffective" and he applied wheel brakes, but the airplane continued in the ground loop clockwise, the left main landing gear collapsed, and the left wing impacted the runway.

The left wing 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, at the accident airport, reported wind from 040ø at 8 knots. The pilot reported that while on short final the air traffic tower controller announced, "wind 050 at 12." The pilot added that the landing was on runway 36.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA444	07/27/2017 1100 PDT	Regis# N302DM	Priest River, ID	Apt: N/a
Acft Mk/Mdl MCINTOSH DONALD W KITFOX SERIES	Acft SN S70407064	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl JABIRU 3300A	Acft TT 678	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MCINTOSH, DONALD W.	Opr dba:	Aircraft Fire: NONE		AW Cert: SPE

Events

2. Landing-flare/touchdown - Loss of control on ground

Narrative

The pilot of the float-equipped airplane reported that, during a water landing, "immediately upon touchdown, the tail came up to the right and the plane veered left." He added that he applied "hard left aileron," but the right wing tip impacted the water and the airplane spun to a stop.

The fuselage 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 northeast from the accident site, reported wind from 170ø at 6 knots. The pilot reported the wind was variable at 5 knots, gusting to 11 knots. He added that the landing direction was to the southeast.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA334	09/24/2017 1410 EDT	Regis# N65SW	Darlington, SC	Apt: PVT
Acft Mk/Mdl MCMILLAN JOEL L AVID SW 65-NO	Acft SN 367	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl ROTAX		Fatal 0	Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: POE DANIEL G	Opr dba:		Aircraft Fire: NONE	AW Cert: SPE

Events

1. Initial climb - Fuel starvation
-

Narrative

On September 24, 2017, about 1410 eastern daylight time, an experimental, amateur-built Avid SW 65, N65SW, operated by the private pilot, was substantially damaged during a forced landing, following a total loss of engine power during initial climb from a private airstrip near Darlington, South Carolina. The private pilot was seriously injured. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from Lumberton Regional Airport (LBT), Lumberton, North Carolina.

The pilot reported that he had planned on landing at an approximate 700-foot turf runway used by a radio-controlled airplane club. In preparation for the landing, he performed a low-pass to examine the runway condition and check for any obstacles. Following the low pass, he initiated a left climbing turn, during which the engine lost all power. The pilot switched fuel tanks, but the engine did not regain power. The pilot then intentionally slowed and stalled the airplane just above trees and it collided with the trees and ground, coming to rest inverted. The pilot further stated that the fuel tanks were constructed of fiberglass and he used automotive gasoline in the airplane.

Initial examination of the wreckage by a Federal Aviation Administration inspector revealed that the right wing had separated during impact and fuel had leaked from the right wing into the ground. The left wing remained attached to the fuselage and both were also substantially damaged. Subsequent examination of the wreckage by the pilot revealed that the fuel filter was clogged with dirt and fiberglass.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA417	07/16/2017	850 CDT	Regis# N714H	Brenham, TX	Apt: Brenham Muni 11R
Acft Mk/Mdl PERNER/PITTS S1S-NO SERIES			Acft SN 15P	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360				Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: RONALD ROWARS			Opr dba:		Aircraft Fire: NONE
					AW Cert: SPE

Events

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

Narrative

The pilot of the tailwheel-equipped airplane reported that, during touchdown the airplane bounced and he applied power to go-around. He added that, the "yaw factor" affected the go-around and the left wing struck the runway, followed by the propeller, which resulted in the airplane cartwheeling off the runway to the left. The airplane stopped between hangars about 375 ft. from the runway.

The left and right 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.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA400	07/07/2017 1100	Regis# N599JR	Kemmerer, WY	Apt: Kemmerer Muni EMM
Acft Mk/Mdl RITTER JOHN I S D S C-NO SERIES		Acft SN 001	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-C1G		Acft TT 1583	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: RITTER, JOHN I.		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Summary

The pilot of a tailwheel-equipped airplane reported that, during landing, the airplane bounced and, upon the second touchdown, veered to the right and ground looped. The airplane exited the runway and impacted a drainage ditch.

The airplane sustained substantial damage to the left wing.

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

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's improper landing flare, which resulted in a bounced landing, and his subsequent failure to maintain directional control during the landing roll.

Events

1. Landing - Abnormal runway contact
2. Landing - Loss of control on ground
3. Landing - Runway excursion
4. Landing - 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-Directional control-Not attained/maintained - C
3. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C

Narrative

The pilot of a tailwheel-equipped airplane reported that, during landing, the airplane bounced and, upon the second touchdown, veered to the right and ground looped. The airplane exited the runway and impacted a drainage ditch.

The airplane sustained substantial damage to the left wing.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN18LA013 10/12/2017 1058 Regis# N734R Fort Collins, CO Apt: N/a
Acft Mk/Mdl RUSSELL E OBERG MURPHY REBEL-NO Acft SN 734R Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: Opr dba: Aircraft Fire: NONE

Events

1. Enroute - Loss of engine power (partial)
-

Narrative

On October 12, 2017, about 1058 mountain daylight time, an amateur-built Oberg Murphy Rebel airplane, N734R, was substantially damaged during the forced landing to a field near Fort Collins, Colorado. The pilot, the sole occupant on board, sustained minor injuries. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91 without a flight plan. Visual meteorological conditions prevailed for the local flight.

According to a statement from the pilot, while en route the engine started "sputtering" and lost power. He attempted to restore power by switching fuel tanks but was unsuccessful. During the forced landing to a field the airplane nosed over resulting in substantial damage to the fuselage and vertical stabilizer.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA424	07/18/2017 1330 PDT	Regis# N702KF	Owyhee, OR	Apt: Owyhee Reservoir State 28U
Acft Mk/Mdl SALERNO KENNETH G JR KITFOX	Acft SN S60102-049	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 914		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: SALERNO, KENNETH G JR.	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPE	

Events

1. Takeoff - Loss of control on ground
-

Narrative

The pilot of the tailwheel-equipped airplane reported that, during the takeoff roll on a rough, dirt airstrip, the airplane encountered a "hump" and bounced into the air prematurely. He added that, when the airplane touched back down, one of the tires hit a "rut" and the airplane veered left toward a tall sage brush. He further added that he "didn't correct direction properly" and attempted to rotate the airplane "early" to clear the sage brush, but the airplane's main landing gear impacted the sage brush, which resulted -in a nose over.

The fuselage and left wing sustained substantial damage.

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# CEN17CA345	09/09/2017 845 MDT	Regis# N70RV	Ramah, NM	Apt: Mystic Bluffs NM56
Acft Mk/Mdl SHINER RV-4		Acft SN 2139	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320-D1A		Acft TT 1264	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PILOT		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Landing-landing roll - Collision during takeoff/land
-

Narrative

The pilot reported that he was landing his low wing airplane. The pilot stated that the sun was in his eyes when he was landing the airplane. He said that the berms were 3 ft high in the area where the airplane touched down and the runway was about 30 ft wide. The left wing struck the berm and the weeds. The airplane's propeller then impacted the berm followed by the right wing and tailwheel. The right wing sustained substantial damage during the impact with the berm. The pilot reported that there were no airplane mechanical malfunctions.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA16LA260 07/14/2016 1930 CDT Regis# N4714H Somerville, TN Apt: Fayette County Airport FYE
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 LYCOMING O-360 Acft TT 865 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: RICHARD L. RICE Opr dba: Aircraft Fire: NONE
AW Cert: SPE

Summary

The private pilot was conducting a cross-country, personal flight in the experimental, amateur-built, tailwheel-equipped airplane. The pilot reported that, while slowing the airplane after a normal three-point landing in a calm wind, the airplane began swerving. The airplane then departed the right side of the runway and ground looped.

Examination of the wreckage revealed that the left landing gear leg had separated. Metallurgical examination of the fractured landing gear leg surface revealed a small thumbnail-like fatigue region, followed by an overstress region.

A previous owner had assembled the airplane from a kit about 32 years before the accident, and it had accumulated about 875 total hours of operation. The builder did not use the stock bungee landing gear that were included with the kit. Rather, to reduce drag, he designed and constructed his own round, tapered rod landing gear. It is likely that the homemade, custom-built landing gear leg could not support the same loading as the stock bungee landing gear, which resulted in fatigue over a period of time and the gear leg's subsequent failure.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The failure of the left landing gear leg due to fatigue, which resulted in a ground loop during landing. Contributing to the accident was the airplane builder's installation of a custom-built landing gear rather than the landing gear included with the airplane kit.

Events

1. Landing-landing roll - Landing gear collapse
2. Landing-landing roll - Loss of control on ground
3. Landing-landing roll - Abnormal runway contact

Findings - Cause/Factor

1. Aircraft-Aircraft systems-Landing gear system-Main gear strut/axle/truck-Fatigue/wear/corrosion - C
2. Aircraft-Aircraft systems-Landing gear system-Main gear strut/axle/truck-Failure - C
3. Personnel issues-Task performance-Maintenance-Fabrication-Owner/builder - F
4. Personnel issues-Task performance-Maintenance-Installation-Owner/builder - F

Narrative

On July 14, 2016, about 1930 central daylight time, an experimental amateur-built Pitts S1-S, N4714H, was substantially damaged while landing at Fayette County Airport (FYE), Somerville, Tennessee. The private pilot was not injured. The airplane was registered to and operated by the private pilot as a personal flight conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from Wolf River Airport (54M), Rossville, Tennessee, about 1845.

The pilot reported that after a normal three-point landing in a calm wind, the airplane began swerving as it slowed. The airplane then departed the right side of the runway and ground-looped, which resulted in substantial damage to the lower left wing.

Examination of the wreckage by a Federal Aviation Administration (FAA) inspector revealed that the left landing gear leg had separated and exhibited corrosion. The left landing gear leg was retained and forwarded to the National Transportation Safety Board Materials Laboratory for further examination. Metallurgical examination of the fracture surface revealed a small thumbnail like fatigue region followed by an overstress region.

The single-seat, bi-wing, tailwheel-equipped airplane, serial number DS-1, was assembled from a kit in 1984 and issued an FAA experimental airworthiness certificate. Its most recent condition inspection was completed on April 23, 2016. At that time, the airframe had accumulated 865 total hours of operation. It had flown an additional 11 hours from the time of the last inspection, until the accident.

The FAA inspector that examined the wreckage further stated that a previous owner built the airplane and did not use the stock bungee landing gear that was included with the kit. Rather, to reduce drag, he designed and constructed his own round tapered rod landing gear.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA18CA015 10/18/2017 1723 EDT Regis# N37TP Sidney, NY Apt: Sidney Muni N23
Acft Mk/Mdl THOMAS G PARKHURST KITFOX IV-NO Acft SN ASC-199 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: PARKHURST THOMAS G Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA480	07/28/2017 1217 EDT	Regis# N9214	Poughkeepsie, NY	Apt: Hudson Valley Rgnl POU
Acft Mk/Mdl THOMAS J HANKAMP VAN'S AIRCRAFT	Acft SN 538	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl SUBARU EJ25	Acft TT 8	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: THOMAS J. HANKAMP	Opr dba:	Aircraft Fire: NONE	AW Cert: SPE	

Events

1. Takeoff - Loss of control on ground
-

Narrative

The pilot of the tailwheel-equipped airplane reported that, during a "taxi test" in crosswind conditions, he over corrected and ground looped. Subsequently, the airplane exited the runway to the right and came to rest nose down.

The airplane sustained substantial damage to the 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 accident airport reported that, about the time of the accident, the wind was from 320ø at 5 knots. The pilot was departing on runway 06.

The Federal Aviation Administration Inspector reported that, throughout many conversations with the pilot, the initial statement was that the pilot lost control during takeoff and did have intent for flight. The FAA Inspector verified this after talking with the local tower, who had cleared the airplane for takeoff.