

# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# GAA17CA288	05/15/2017 1300 PDT	Regis# N3046E	Lebanon, OR	Apt: Lebanon State S30
Acft Mk/Mdl AERONCA 7AC-NO SERIES		Acft SN 7AC-6593	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: LARRY D. KNOX		Opr dba:		Aircraft Fire: NONE
				AW Cert: LTSP

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## Events

1. Landing - Loss of control on ground

## Narrative

The pilot of the tailwheel-equipped airplane reported that, during the landing roll in a crosswind, the airplane "started weathervaneing me[him] with some sideways sliding". He added that he decided to go-ground, but about two feet above the ground, "knowing I [he] couldn't climb fast enough to clear the top of the hangers on the east side of the runway, I [he] pulled power back". The airplane touched down again, exited the left side of the runway crossed a ditch, and came to rest on the taxi way.

The airplane sustained substantial damage to the right wing.

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

The pilot reported the wind as wind as variable at 10-15 knots and wind gusts at 15 knots. The pilot landed on runway 34.

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Accident Rpt# WPR18LA009	10/15/2017 1000	Regis# N181TJ	Skull Valley, UT	Apt: N/a
Acft Mk/Mdl BARBER WARREN D TURBINE CUBS P A	Acft SN TC0705014	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: DECKER TROY S	Opr dba:	Aircraft Fire: NONE		

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## Events

3. Landing-landing roll - Nose over/nose down

## Narrative

On October 15, 2017, about 1000 mountain daylight time, a tailwheel equipped Barber Turbine Cubs PA-18, N181TJ, nosed over during a precautionary landing near Skull Valley, Utah. The private pilot and passenger were not injured. The airplane sustained substantial damage to both wings and empennage. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed and no flight plan was filed for the local flight which originated from West Jordan, Utah, about 0915.

The pilot reported that after descending to an altitude of about 250 to 300 feet above ground level, he applied power to initiate a climb. As he increased power, the engine "coughed" and the pilot applied carburetor heat. The pilot stated that the engine did not seem to accelerate as normal, and decided to initiate a precautionary landing to an open salt flat ahead. During the tail low landing, shortly after the main landing gear touched the ground, the airplane immediately nosed over.

The wreckage has been relocated to a secure location for further examination.

# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# GAA17CA297	05/17/2017 2035 EDT	Regis# UNREG	Findlay, OH	Apt: Weaver 9OH6
Acft Mk/Mdl CGS HAWK		Acft SN Unknown	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 503		Acft TT 400	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DALE WEAVER		Opr dba:		Aircraft Fire: NONE
				AW Cert: NON

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## Events

2. Takeoff - Aerodynamic stall/spin

## Narrative

The pilot of the tailwheel-equipped airplane reported that, during takeoff, the "wind got more gusty than [he] could handle being too low and slow". The airplane aerodynamically stalled and impacted the ground.

The airplane sustained substantial damage to the right wing.

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

A review of recorded data from the automated weather observation station located about 5 nautical miles west of the accident airport reported that, about 42 minutes before the accident, the wind was from 200ø at 18 knots, gusting to 28 knots. The takeoff direction is unknown.

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Accident Rpt# GAA17CA545	09/02/2017 900 EDT	Regis# N168BD	Elba, AL	Apt: N/a		
Acft Mk/Mdl DEDEAUX GARY G GN-1-NO SERIES	Acft SN 4705G	Acft Dmg: SUBSTANTIAL	Fatal 0	Ser Inj 0	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL C85-12F					Flt Conducted Under: FAR 091	
Opr Name: TOMMY N. BURRIL	Opr dba:				Aircraft Fire: NONE	
					AW Cert: SPE	

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## Events

3. Takeoff-rejected takeoff - Loss of control in flight

## Narrative

The pilot of the tailwheel-equipped airplane reported in a written statement that, after a "successful pre-check," he initiated power for takeoff and once airborne, "the plane was losing power enough that [the] plane would not clear [the] tree line at the end of the runway." He added that, about 10 ft. above the runway, he aborted the takeoff by "throttling back" and made a hard landing on the grass runway. The pilot reported that during the landing, the main landing gear collapsed, and the airplane slid for about 50 ft. on the runway before stopping.

The left wing, fuselage, and engine mounts sustained substantial damage.

The Federal Aviation Administration (FAA) Aviation Safety Inspector reported that, about 3 weeks after the accident, the pilot called him to add to his original statement. According to the inspector, the pilot reported that the engine was not losing power, he overacted to the situation, and put the airplane back on the ground too quickly. The pilot further reported that, the airplane was not gaining altitude because he didn't give the input to the elevator at a fast enough rate to execute a proper takeoff.

The FAA inspector added during a telephone conversation with the NTSB investigator-in-charge, the pilot reported that, he rotated at the speed he normally does when single pilot, but during this flight he had one passenger on board.

The pilot failed to submit the NTSB Form 6120.1 Pilot/ Operator Aircraft Accident/ Incident Report and did not return the phone calls from the NTSB investigator-in-charge.

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Accident Rpt# WPR17LA110	05/26/2017 1445 PDT	Regis# N4579J	Concord, CA	Apt: Buchanan Field Airport CCR
Acft Mk/Mdl JOHNSON GLASTAR		Acft SN 5819	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320		Acft TT 206	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SNAGWOOD CORP		Opr dba:		Aircraft Fire: NONE

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## Events

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

On May 26, 2017, about 1445 Pacific daylight time, a Johnson Glastar airplane, N4579J, experienced a total loss of engine power while in the traffic pattern for Buchanan Field Airport (CCR), Concord, California. The student pilot, sole occupant, sustained minor injuries, and the airplane sustained substantial damage to both wings. 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 and no flight plan was filed for the local flight. The flight originated from CCR about 1443.

The pilot reported that the purpose of the flight was to practice landings. The pilot took off uneventfully and flew the traffic pattern. When on the base leg, the engine suddenly quit without warning or any abnormal noises. He attempted to restart the engine several times, but to no avail. The pilot initiated a forced landing onto a roadway; during landing, the airplane's left wing impacted a light pole. The airplane traversed across an intersection when the nosewheel collapsed and the airplane slid to a rest.

During a postaccident engine examination, the spark plugs were removed and exhibited normal operating signatures when compared to the Champion "check-a-plug" chart. The engine was boroscoped and no internal abnormalities were noted. The engine was rotated by hand and continuity was established all the way through to the accessory section. Thumb compression was established on all cylinders, and the valves moved freely and evenly. The magnetos were operationally tested and both produced spark. Air was blown through the fuel lines and they were clear of debris. The carburetor was fracture separated at the attachment flange and the air box sustained heavy damage. The carburetor was removed and disassembled; the fuel screen was clear of debris, and the carburetor bowl was empty. It was noted that the needle valve and floats were stuck in the up position. Slight force was applied to the float assembly and it moved freely; there were no contaminates or obvious bends in the float system.

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Accident Rpt# GAA17CA536	07/30/2017 1000 EDT	Regis# UNREG	Westfield, PA	Apt: Sharretts PN91
Acft Mk/Mdl MENZIMER GARY RAY FIRESTAR-II	Acft SN F2626	Acft Dmg: DESTROYED	Fatal 0	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 503		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: FRED A. SHARRETTS	Opr dba:	Aircraft Fire: NONE		AW Cert: SPE

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## Events

2. Landing - Loss of control in flight

## Narrative

The pilot of the experimental amateur-built airplane reported in a written statement that he had recently purchased the accident airplane and upon receiving it, he completed numerous taxi runs in a straight line, but did not attempt to takeoff due to poor weather. He added that the airplane was hard to taxi in a straight line. He further reported that days later, with improved weather, he decided to complete a "test flight."

During the initial climb, he reported that the airplane "immediately started to drift to the left" and as the airplane continued to climb, the airplane "continued to make a left turn." He added that he applied right rudder, aileron, and increased the power from 1/2 to 3/4 full, but again the airplane continued to the left. He reported that he flew in the local area for about 20 minutes and could not resolve the left turning issue, and he then had concerns about the remaining fuel quantity, so he attempted to land at his private airstrip. He reported that he attempted two approaches, but the airplane continued turning to the left toward trees and he performed go-arounds. During the third approach, he decided he would attempt to "touch down as quickly as possible," but during the landing flare the airplane continued to the left and impacted trees.

The airplane was destroyed.

The pilot reported, "after replaying the accident in my mind, I decided that when I was doing my test taxiing, I might have been introvertly [sic] pressing the left trim button on the control stick. I might have done this several times which resulted in the crash."

The pilot did not report that there were any preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The pilot failed to submit the NTSB Form 6120.1 Pilot/ Operator Aircraft Accident/ Incident Report. He also did not report that he had received any recent flight training.

A Federal Aviation Administration Aviation Safety Inspector reported that, he located the electric rudder trim switch on top of the control stick and observed the rudder trim servo in the full left trim position. He further reported that, the accident airplane was unregistered since the registration certificate had lapsed. He reported that the pilot, who was also the owner of the airplane, was required to renew the registration certificate. He added that the pilot reported to him that he had not flown as pilot in command for 20 years.

A technical representative for the experimental airplane kit manufacturer reported that the accident airplane builder kit original design does not include electric trim for any flight control surfaces.

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Accident Rpt# WPR16LA184	09/17/2016 1125 PDT	Regis# N70GG	Reno, NV	Apt: Reno/stead RTS
Acft Mk/Mdl OGG RICHARD A OGG GLASAIR I		Acft SN 7	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360-A1P		Acft TT 697	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: OGG RICHARD A		Opr dba:		Aircraft Fire: IFLT

## Events

1. Maneuvering - Loss of engine power (total)

## Narrative

On September 17, 2016, about 1125 Pacific daylight time, an experimental amateur built Ogg Glasair I, N70GG, experienced an in-flight fire during a closed course air race flight at the Reno-Stead Airport (RTS), Reno, Nevada. The airplane was registered to a private individual, and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91. The airline transport pilot, the sole occupant of the airplane, was not injured; the airplane sustained substantial damage. Visual meteorological conditions prevailed, and no flight plan had been filed for the air race flight, which originated from RTS about 10 minutes prior to the accident.

The pilot reported that at takeoff, she put the throttle into the full open position, and the engine ran normally. During the climb, she turned on the nitrous switch for a few seconds to test the system which was working correctly. A normal increase in power was felt, and all engine parameters were in the green. She turned off the nitrous system and reduced throttle appropriately to join the race formation.

At the start of the race, all airplanes are aligned abreast of each other. The pilot reported that in race formation the wingman's eye is on the airplane to the left to keep arranged distance for safety. Wingman do not have much time to spend reading each engine parameter. She glanced at the instrument panel prior to the race, and all engine parameters were in the green.

At the start of the race, the airplanes begin a descent toward the first pylon. The pilot reported that she smoothly opened the throttle to full and turned the nitrous system on. She felt acceleration, the airplane flew normally, and the engine sounds were normal. While passing pylon number 5, the engine suddenly stopped producing power. The pilot stated that she pulled up and declared a mayday with the intent to land on runway 18, but then heard that the fire trucks were positioning for runway 14. The pilot pulled the propeller lever, but the propeller pitch did not change. Smoke began to fill the cockpit and flames were seen on both sides of the engine cowling and in the cockpit under the instrument panel. The propeller stopped turning; the pilot placed the mixture in the idle cutoff position and the fuel selector valve to the OFF position. She landed on runway 14, exited the airplane, and emergency response personnel extinguished the fire.

Examination of the airplane revealed that the forward part of the fuselage and inboard portion of the left wing sustained fire and structural damage.

The owner reported that the engine had backfired prior to the loss of power. The backfire caused an explosion in the induction system, breaking the induction elbow. The throttle body and nitrous injector dropped into the bottom of the cowling spraying flammable fluid into the engine compartment, which resulted in the fire and loss of power.

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Accident Rpt# WPR18FA011	10/19/2017 830 MST	Regis# N259L	Bowie, AZ	Apt: N/a
Acft Mk/Mdl PETERSON LANCAIR LEGACY-2000	Acft SN L2K-180	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360-C1D6	Acft TT 286	Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: PETERSON MICHAEL L	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPE	

## Events

1. Enroute-cruise - Loss of control in flight

## Narrative

On October 19, 2017, about 0830 mountain standard time, a Peterson Lancair Legacy 2000, N259L, departed controlled flight and collided with desert terrain near Bowie, Arizona. The pilot/builder was operating the airplane under the provisions of 14 Code of Federal Regulations Part 91. The commercial pilot, the sole occupant, sustained fatal injuries; the airplane was substantially damaged. The personal cross-country flight departed from Eagle Roost Airpark, Aguila, Arizona about 0710 with a planned destination of Garner Field, Uvalde, Texas. Visual meteorological conditions prevailed, and it is not known if the pilot had filed a flight plan.

The airplane was based in Aguila and the pilot had planned to attend a fly-in over the weekend in Uvalde, about 745 nm southeast. The pilot had registered for the event a few weeks before the accident and located in the wreckage was a flight plan outlining the intended flight to Uvalde. The flight plan showed that the pilot departed at 0710 and had reached his next planned checkpoint of Buckeye VORTAC at 0739; the next listed checkpoint was San Simon VORTAC.

A witness observed the airplane flying along the ridgeline of the Fisher Hills and begin a series of erratic maneuvers, subsequently diving toward the terrain. The wreckage was located about 17 nm northwest of San Simon VORTAC at an elevation of about 3,860 feet msl. The accident site was located in sparsely populated desert terrain, with the debris stretching over 120 feet with the energy path oriented on a heading of about 155o. In character, the terrain was comprised of dirt and rocks, populated by scattered brush and cactus typical of the southern Arizona region.

The wreckage was transported to a recovery facility for further examination.



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Accident Rpt# GAA18CA017B 10/20/2017 1030 EDT Regis# N27KJ Farmville, VA Apt: Farmville Rgnl FVX  
Acft Mk/Mdl STAUDACHER JON S 600F-NO SERIES Acft SN 32 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending  
Fatal 0 Ser Inj 1 Flt Conducted Under: FAR 091  
Opr Name: DAVID C. TAYLOR Opr dba: Aircraft Fire: NONE

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# CEN17LA295	07/30/2017 1700 EDT	Regis# N896JC	Loudonville, OH	Apt: N/a
Acft Mk/Mdl STEELE ACRO SPORT II		Acft SN 689	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-A3A			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PILOT		Opr dba:		Aircraft Fire: NONE

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## Events

1. Enroute - Loss of engine power (partial)

## Narrative

On July 30, 2017, about 1700 eastern daylight time, an experimental amateur-built Steele Acro Sport II biplane, N896JC, nosed over during a forced landing following a partial loss of engine power near Loudonville, Ohio. The airline transport pilot reported he was uninjured and his passenger received minor injuries. The airplane sustained substantial wing damage during the nose over. The airplane was registered to and operated by the pilot as a 14 Code of Federal Regulations Part 91 personal flight. Day visual meteorological conditions prevailed in the area of the accident site about the time of the accident, and the flight was not operated on a flight plan. The flight originated from the Smith Field Airport (SMD), near Fort Wayne, Indiana, and was destined for the Holmes County Airport (10G), near Millersburg, Ohio.

The pilot's accident report indicated the purpose of the flight was to return to Brunswick, Maine, from Oshkosh, Wisconsin after it had been recently restored. The return flight was conducted through multiple legs and refueling stops, the last one being SMD.

According to operations personnel at SMD, the airplane had landed at SMD and was serviced with 15.8 gallons of 100 low lead, self-serve fuel at 1543. The airplane departed SMD with a total of 18 gallons of fuel.

About 15 miles from the 10G and 1:15 hours into the flight, the pilot initiated a descent from 3,500 ft to 2,500 ft. When the pilot added power to level off, the engine began to run rough. The pilot said that he immediately applied carburetor heat and he observed no engine operation improvement. The engine continued to lose power and "sputter." The pilot selected a field for a forced landing. However, during the descent, the "undulating" features of the field were noticed. The pilot elected to land the airplane upslope, it rolled a short distance, regained flight at the crest of a hill, and touched down at the edge of a soy bean field. The airplane decelerated rapidly and nosed over.

Inspectors from the Federal Aviation Administration conducted a postaccident examination of the wreckage. Examination of the engine and fuel system revealed no preimpact anomalies that would have precluded operation of the engine.

At 1852, the recorded weather about 19 miles and 306° degrees from the accident site at the Mansfield Lahm Regional Airport (MFD), near Mansfield, Ohio, was: Wind 340° at 8 kts; visibility 10 statute miles; sky condition clear; temperature 26° C; dew point 14° C; altimeter 30.17 inches of mercury.

At 1752, the recorded weather at MFD was: Wind 360° at 9 kts; visibility 10 statute miles; sky condition clear; temperature 27° C; dew point 13° C; altimeter 30.17 inches of mercury.

At 1652, the recorded weather at MFD was: Wind 340° at 11 kts; visibility 10 statute miles; sky condition clear; temperature 28° C; dew point 15° C; altimeter 30.17 inches of mercury.

The recorded MFD temperature and dew point data were plotted on a carburetor icing chart. The charted data showed that the weather was conducive to serious icing at descent power near the time of the engine power loss.

The Pilot's Handbook of Aeronautical Knowledge, in part, stated:

When conditions are conducive to carburetor icing during flight, periodic checks should be made to detect its presence. If detected, full carburetor heat should be applied immediately, and it should be left in the ON position until you are certain that all the ice has been

removed. If ice is present, applying partial heat or leaving heat on for an insufficient time might aggravate the situation. In extreme cases of carburetor icing, even after the ice has been removed, full carburetor heat should be used to prevent further ice formation. A carburetor temperature gauge, if installed, is very useful in determining when to use carburetor heat.

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Accident Rpt# GAA17CA212	03/28/2017 1630	Regis# N13XZ	Stevensville, MT	Apt: Stevensville 32S
Acft Mk/Mdl THOMAS CRAIG E WITTMAN W-10-NO	Acft SN 975	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL IO-520	Acft TT 46	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: CRAIG E. THOMAS	Opr dba:	Aircraft Fire: NONE	AW Cert: SPE	

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## Events

2. Landing - Loss of control on ground

## Narrative

The pilot of the tailwheel-equipped airplane reported that, after landing at an airport along his route, he observed a leak from the left master brake cylinder. He added that he "wiped up [a] considerable [amount of] brake fluid from the floorboard", did a "thorough inspection" of the left brake, and then departed for another airport.

He further reported that, during the landing roll at the accident airport, the airplane weathervaned into the crosswind, and he applied "full rudder and [the] application of brake found no brake available". After pumping the brake, he added that, they began to function. The airplane veered off the runway to the right and the left main landing gear collapsed.

The airplane sustained substantial damage to the fuselage.

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Accident Rpt# GAA17CA350	06/18/2017 915 EDT	Regis# N251CW	Williston, FL	Apt: Willisto X60
Acft Mk/Mdl WARD CHRISTOPHER BARRY RAI 6-NO	Acft SN F16	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl LYCOMING TIO - 540 -AE	Acft TT 34	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: WARD CHRISTOPHER BARRY	Opr dba:		Aircraft Fire: NONE	AW Cert: SPE

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## Events

1. Takeoff - Abrupt maneuver
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## Narrative

The pilot, who was on the controls in the high-performance, experimental amateur built airplane, reported that he and a check pilot that was familiar with the airplane and required by the insurance company, were taking off from a grass airstrip for a planned cross-country flight.

According to the check pilot, before takeoff he advised the pilot "begin his rotation to takeoff attitude a few knots before the normal takeoff speed of approximately 65 knots and then let the airplane lift off smoothly when it was ready to fly."

During the takeoff roll, the pilot initiated the "rotation" as instructed, but the nose pitched up too high and the airplane drifted to the left side of the runway. The airplane exited the left side of the runway, struck the ground and came to rest upright and facing the opposite direction of the takeoff. The airplane sustained substantial damage to the right-wing spar and the lower part of the composite fuselage.

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

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Accident Rpt# GAA17CA280	05/15/2017 1550 PDT	Regis# N184ME	Vacaville, CA	Apt: Nut Tree VCB
Acft Mk/Mdl WEAVER STANLEY R/ROBINSON SCOT	Acft SN 82158	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl AERO SPORT POWER IO-375-M1S	Acft TT 67	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: STANLEY R. WEAVER	Opr dba:	Aircraft Fire: NONE	AW Cert: SPE	

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## Events

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

## Narrative

The pilot of the tailwheel-equipped airplane reported that, while landing in a crosswind, and as the tailwheel set down, the airplane veered to the right. He added that, despite left rudder input, the airplane exited the right side of the runway and impacted a 20 ft. deep drainage ditch.

The airplane sustained substantial damage to the fuselage.

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

The automated weather observation system on the airport reported that, about the time of the accident, the wind was from 240ø at 15 knots. The pilot landed on runway 20.

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Accident Rpt# GAA18CA017A 10/20/2017 1030 EDT Regis# N25YD Farmville, VA Apt: Farmville Rgnl FVX  
Acft Mk/Mdl YOUNG DAVID E PITTS S1 C-NO SERIES Acft SN 625369829 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending  
Fatal 0 Ser Inj 1 Flt Conducted Under: FAR 091  
Opr Name: CHRISTOPHER R. MEYER Opr dba: Aircraft Fire: NONE

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