
National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA18CA065	11/24/2017 830 EST	Regis# N876MB	Northampton, MA	Apt: Northampton 7B2
Acft Mk/Mdl AVEKO SRO VL-3C-1-NO SERIES		Acft SN VL-3-29	Acft Dmg: UNK	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: BORONKAY THOMAS G		Opr dba:		Aircraft Fire: NONE

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Accident Rpt# CEN16LA245	06/29/2016 1900 EDT	Regis# N20EV	Holland, MI	Apt: Park Township Airport HLM
Acft Mk/Mdl EVOLUTION AIRCRAFT INC REVO		Acft SN 000600	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 912 ULS		Acft TT 34	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: PILOT		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPX

Events

1. Initial climb - Loss of control in flight

Narrative

On June 29, 2016, at 1900 eastern daylight time, an Evolution Aircraft Inc. Revo, weight-shift aircraft, N20EV, impacted terrain during landing at Park Township Airport (HLM), Holland, Michigan. The airplane sustained substantial damage. The flight instructor received serious injuries, and a student pilot received minor injuries. The aircraft was registered to and operated by Twilight Aviation under 14 Code of Federal Regulations Part 91 as an instructional flight that was not operating on a flight plan. Visual meteorological conditions prevailed for the local flight that originated at 1800.

The operator/student pilot stated that purpose of the training flight was to receive instruction on straight and level flight. The operator stated that the student pilot and the flight instructor performed "some" straight and level flying during the flight with the flight instructor demonstrating S-turns. The student pilot then took the flight controls and they flew to HLM, and as the airplane approached HLM, the flight instructor took the flight controls. The flight instructor flew the aircraft into a left-hand airport traffic pattern and about 700 feet above ground level, he made an approach to landing for runway 23. The aircraft touched down on the runway, and then the engine "seemed to go to full throttle." The aircraft then lifted "slightly," about 10 feet above the runway, and ceased to climb. The aircraft drifted right and over a grass area on the right side of the runway. The aircraft still did not climb and began a "mild oscillation." The student pilot said they were "rapidly running out of runway," and the aircraft hit the ground "very hard," ending up on its side.

The student pilot stated that earlier in the flight, he had asked the flight instructor what was the trim position. The student pilot said the flight instructor told him that the trim position was in the "fast" position. The student pilot said that after recovery of the aircraft wreckage, the trim was in the "fast" position.

The student pilot stated there was no mechanical malfunction/failure of the aircraft.

Post-accident examination of the aircraft by a Federal Aviation Administration inspector revealed that the trim position was in the fast position, and the examination also confirmed flight control continuity.

According to the Evolution Aircraft Inc. Aircraft Operating Instruction and Flight Training Supplement - Evolution Aircraft, Inc Rev 7.0, the electric in-flight speed trim is an option that allows the pilot to fly hands off by changing the speed of the wing with the push of a momentary switch. The electric in-flight speed trim shifts the entire hang block fore and aft on the keel. It is important to understand that this system only relieves the pilot's arms from holding the bar in a position that may be different than a fixed hang point trim speed. In no way can it over-ride the pilot's input. To use the speed trim press and hold the momentary switch. Holding down the switch will pull the hang block forward and shift the center-of-gravity of the wing forward causing it to trim faster. Holding up the switch will allow the hang block to slide back and shift the center of gravity of the wing aft causing it to trim slower. Takeoff in a full fast trim setting will require much more pressure to push the control bar forward. The control bar is the best indicator of where the trim is set when in flight. It is also possible to simply look up and note the position of the hang block between the stops for trim setting. Setting the trim for landing position is similar to the takeoff position. Landing in full slow trim however, will require more pressure to pull the control bar in.

The supplement states that if the electric speed trim is not set properly, it will require more pressure to slow the aircraft down when trimmed fast and more pressure to maintain higher air speed when trimmed slow which may be taxing to the body. Ultimately, the pilot controls the speed not the trim setting of the aircraft.

A review of the aircraft checklist showed that the trim setting was an aircraft checklist item for phases of flight that included descent and landing.

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Accident Rpt# CEN16LA302	08/03/2016 1155 CDT	Regis# N12YX	Fond Du Lac, WI	Apt: Fond Du Lac County FLD
Acft Mk/Mdl SONEX LIMITED WAIEX-NO SERIES		Acft SN 0001	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl AMA/EXPR AEROVEE		Acft TT 304	Fatal 0 Ser Inj 2	Flt Conducted Under: FAR 091
Opr Name: SONEX LTD		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Takeoff - Powerplant sys/comp malf/fail
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Narrative

On August 3, 2016, about 1155 central daylight time, a Sonex Limited Waiex airplane, N12YX, impacted terrain following a partial loss of engine power near the Fond du Lac County Airport (FLD), Fond du Lac, Wisconsin. The private rated pilot and flight instructor were both seriously injured. The airplane was substantially damaged. The airplane was registered to and operated by Sonex Ltd under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The airplane was departing FLD at the time of the accident.

According to information provided by the flight instructor, the pilots were performing takeoffs and landing on runway 27 at FLD. Shortly after takeoff, when the airplane was between 200 to 300 ft above ground level, they heard a sudden change in the engine noise. The instructor observed that the engine rpm was between 2,500 to 2,600 rpm, when the engine was previously performing about 3,100 rpm. The instructor took control of the airplane and began an immediate left turn for runway 15. The airplane would not maintain altitude, so he momentarily leaned the mixture which did not improve engine performance, so he returned the mixture to full rich, and performed a forced landing to a field. The airplane collided with an unseen transmission line and impacted terrain. A postaccident examination of the airplane revealed substantial damage to the fuselage and both wings.

An examination of the engine was conducted at Sonex under the auspices of the Federal Aviation Administration. A compression check of the engine found low compression of the number 1 and 2 cylinders. Examination of the exhaust valves found they displayed excessive wear.

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Accident Rpt# GAA18CA016	10/06/2017	800 MDT	Regis# N123UT	Albuquerque, NM	Apt: N/a
Acft Mk/Mdl ULTRAMAGIC SA T210-NO SERIES			Acft SN 210/42	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
				Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: PACIFIC RIM ADVENTURES INC DBA			Opr dba:		Aircraft Fire: NONE
					AW Cert: STB

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Accident Rpt# GAA18CA016A	10/06/2017 800 MDT	Regis# N123UT	Albuquerque, NM	Apt: N/a
Acft Mk/Mdl ULTRAMAGIC SA T210-NO SERIES		Acft SN 210/42	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
		Acft TT 815	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: PACIFIC RIM ADVENTURES INC DBA		Opr dba: SKY'S THE LIMIT BALLOON ADVENTURE		Aircraft Fire: NONE
				AW Cert: STB

Events

1. Other - Ground collision

Narrative

The Ultramagic balloon pilot reported that, during a balloon festival, after a local sightseeing flight, he landed the balloon and decided to wait for the ground crew to locate the balloon before deflating. He added that, as the balloon was deflating, he "heard a basket sliding across the top of [his] balloon". The balloon rotated counter-clockwise and the balloon basket, still loaded with passengers, rolled upside down.

The Ultramagic balloon sustained substantial damage to the burner rack. One passenger sustained serious injuries.

The Lindstrand balloon pilot reported that, during landing, there were two balloons in his flight path. He added that he climbed and passed the first balloon, but was unable to pass the second. He reported that, "I brushed him with my basket on the top of his balloon." He landed the balloon without further incident.

The Ultramagic pilot and the Lindstrand operations manager reported that there were no preaccident mechanical failures or malfunctions with the balloons that would have precluded normal operation.

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Accident Rpt# CEN16LA283	07/24/2016 1805 CDT	Regis# N167BL	Oshkosh, WI	Apt: Witmann Regional Airport OSH
Acft Mk/Mdl BRISTELL E-LSA		Acft SN 167-2015	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 912 IS		Acft TT 35	Fatal 0 Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: SPORT FLYING USA, INC.		Opr dba:		Aircraft Fire: NONE

Events

1. Approach-VFR pattern final - Loss of control in flight

Narrative

On July 24, 2016, at 1805 central daylight time, a BRM Aero S R O, Bristell E-LSA, collided with the terrain following a loss of control while landing at the Wittman Regional Airport (OSH), Oshkosh, Wisconsin. The pilot received serious injuries. The airplane was substantially damaged. The aircraft was registered to Sport Flying USA, Inc., and was operated by an individual under the provisions of 14 Code of Federal Regulations Part 91 as a business flight. Visual meteorological conditions prevailed for the flight, which was not operated on a flight plan. The last leg of the cross country flight originated from the Watertown Municipal Airport (RYV), Watertown, Wisconsin, at 1630.

The airplane was the trailing airplane in a flight of two that were landing on runway 36L at OSH during Experimental Aircraft Association AirVenture. The pilot in the lead aircraft stated they were cleared to land on the purple dot. The purple dot was located 3,052 ft down the 8,002 ft long runway. He did not see the accident occur.

The accident pilot stated he turned onto final approach for runway 36L, and was established with 20° of flaps at 65 knots. He then heard an air traffic transmission telling a canard airplane to land on runway 36R not 36L. The pilot stated he began to look for the canard airplane which took his attention off the lead airplane resulting in a decrease of the separation between the airplanes. He stated he got within 10 ft of the lead airplane's right wing at which time he reduced the engine power and pitched up to slow his airspeed. The pilot stated that was then directly behind the lead airplane and below his altitude, when he encountered the lead airplane's wake turbulence and prop wash, and his airplane banked "hard to the right". He corrected by banking to the left, but must have had back pressure on the stick and the airplane stalled. The pilot stated he was about 150 ft above the ground when the loss of control initially occurred.

Witnesses reported the airplane was low and slow as it approached the runway. They stated it stalled, rolled left, and descended to impact with the terrain.

A GoPro camera was located amongst the wreckage. The 128GB Micro SD card was retrieved from the camera and downloaded by the National Transportation Safety Board (NTSB) Vehicle Recorder Laboratory. It was determined that the camera was mounted on the left wing. A summary of the video was prepared and is attached to this report. The lead airplane was visible in front of the accident airplane as they approached the airport. At one point while the airplanes were descending and approaching the airport, the accident airplane was about the same altitude as the lead airplane. Both airplanes then made a left turn [onto base leg] at which time at least two other airplanes were visible in the distance ahead of the lead airplane. At this point the lead airplane was below the altitude of the accident airplane. Both airplanes then made another left turn onto final approach. About 27 seconds after the accident airplane was established on final approach, the distance between the accident airplane and the lead airplane began to reduce. Other than the lead airplane, no other flying airplanes were visible on approach to either runways 36L or 36R. The distance between the two airplanes continued to reduce. The lead airplane was at or below the altitude of the accident airplane until the accident airplane entered a left bank and began to descend. The left bank continued to increase such that the airplane was nearly inverted as it descended to ground impact.

The air traffic control audio recording was reviewed by the NTSB Investigator-in-Charge. At 03:00 [lapsed recording time, minutes (MM): seconds (SS)], the controller cleared a canard airplane to land on runway 36L. About 31 seconds later, the controller changed the canard's landing runway to 36R. At 04:04, a second canard pilot requested landing on runway 36R and 14 seconds later, it was cleared to land on runway 36R. About 15 seconds later, the controller cleared the accident airplane and his lead airplane to land on runway 36L. At 04:42, the controller instructed the canard airplanes to keep rolling to the end of the runway. At 05:00, the accident is announced over the radio.

A damaged SD card from a Garmin GPS was also retrieved from the wreckage and sent to the NTSB Vehicle Recorder Laboratory. The card was cracked through its memory chip which prevented data recovery from the card.

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Accident Rpt# CEN18FA045	12/03/2017 1140 EST	Regis# N2200T	Ravenna, OH	Apt: Portage County Airport POV
Acft Mk/Mdl PIPER TITAN TORNADO II D		Acft SN 002	Acft Dmg: DESTROYED	Rpt Status: Prelim Prob Caus: Pending
			Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PILOT		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

2. Approach-VFR pattern final - Loss of control in flight

Narrative

On December 3, 2017, at 1140 eastern standard time, an experimental amateur-built Piper Titan Tornado II D, N2200T, impacted terrain, while on final approach, about 0.8 miles from runway 27 at Portage County Airport (POV), Ravenna, Ohio. The airplane was destroyed by impact forces. The sport pilot sustained fatal injuries. The airplane was operated by the pilot under 14 Code of Federal Regulations Part 91 as a personal flight that was not operating on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The flight departed from POV about 1110.

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Accident Rpt# CEN18LA043	11/22/2017 1030 CST	Regis# N502R	De Kalb, IL	Apt: De Kalb Taylor Muni DKB
Acft Mk/Mdl RUTTEN PHIL J PIETENPOL		Acft SN 2435	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL MOTORS A 65			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: EVAN MALAVOLTI		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPE

Events

1. Landing-landing roll - Nose over/nose down
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Narrative

On November 22, 2017, about 1030 central standard time, a Phil J Ruttan Pietenpol Air Camper airplane, N502R, nosed over on the runway after landing at De Kalb Taylor Municipal Airport, (DKB), De Kalb, Illinois. The pilot was not injured and the airplane was substantially damaged. The airplane was registered to a private individual and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a positioning flight. Visual meteorological conditions prevailed at the time of the accident and no flight plan had been filed. The flight departed Hartford Municipal Airport (HXF), Hartford, Wisconsin, about 0845 and was en route to Terre Haute International Airport (HUF), Terre Haute, Indiana.

The pilot reported that he was hired to deliver the airplane to its new owner. The seller warned him of sensitive brakes and that the right brake was "mushy", but they were still effective. Since this was the pilot's first flight in this airplane type, before departure he taxied the airplane to become familiar with the brakes during which time he noticed no anomalies. He intended to fly to HUF with planned en route fuel stops. He first stopped at DKB to take a break for fuel and to warm up for the next leg of the flight. The wind sock was reportedly showing 3 to 4 knots from 350ø to 360ø. He entered the traffic pattern for runway 02 and made a 3-point landing with the engine at idle power. The airplane continued down the runway 300 to 400 ft as he held the control stick back. The airplane veered left about 30ø so the pilot attempted to counteract the unexpected movement with right rudder application; the airplane did not respond to the right rudder application. The airplane was about 10 ft from the runway edge when the airplane finally responded to the right rudder input and began to travel parallel to the runway centerline. About 20 to 30 ft later the pilot reported that "it was as if someone slammed on the brakes" and the airplane nosed over. The pilot later stated that he did not accidentally apply the brakes during landing and that there could have been frozen moisture in the brake lines. He added that the right brake had undergone recent maintenance.

The responding Federal Aviation Administration (FAA) inspector stated that he performed a postaccident functional test of the brakes and they worked normally.

The airplane has been retained for further examination.

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Accident Rpt# GAA18CA067 12/02/2017 1600 EST Regis# N701TF Mount Airy, NC Apt: Mount Airy/surry County MWK
Acft Mk/Mdl TODD FOLEY ZENITH 701-NO SERIES Acft SN 4714 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: REGINALD F. DAVIS Opr dba: Aircraft Fire: NONE

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Accident Rpt# GAA18CA002	10/05/2017 1750 PDT	Regis# N2918A	Camarillo, CA	Apt: Camarillo CMA
Acft Mk/Mdl ULTRALIGHT AMERICA SPITFIRE II-NO	Acft SN 19661978	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 670		Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: STEVEN R. LAWRENCE	Opr dba:	Aircraft Fire: NONE		AW Cert: SPX

Events

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

Narrative

The pilot reported that, during a familiarization flight, he took off and "noticed a strong left turning tendency." He added that, he "kept the power at a higher, time restricted setting", which resulted in the coolant temperature rising above the 180ø F maximum operating temperature.

Although there were no indications of performance degradation, he "became concerned" that he could lose engine power due to overheating, and decided to make a precautionary landing. During the landing, the airplane bounced, and he decided to go-around. Subsequently, the airplane struck a hangar roof approximately 75' to the left of the runway centerline and came to rest on the opposite side of the hangar.

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

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