

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ANC18LA018	01/01/2018 1725 EST	Regis# N594MA	Lynchburg, VA	Apt: Falwell W24
Acft Mk/Mdl COSTRUZIONI AERONAUTICHE TECNA	Acft SN 55	Acft Dmg: SUBSTANTIAL	Fatal 0	Prob Caus: Pending
Eng Mk/Mdl ROTAX 912S		Ser Inj 0	Rpt Status: Prelim	
Opr Name: INFINITY FLIGHT GROUP	Opr dba:	Ft Conducted Under: FAR 091		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-flare/touchdown - Part(s) separation from AC

Narrative

On January 1, 2018, about 1725 eastern standard time, a Costruzioni Aeronautiche Tecnam P2006T airplane, N594MA, sustained substantial damage following a landing gear separation during landing at the Falwell Airport, Lynchburg, Virginia. The certificated flight instructor in the right seat and the pilot receiving instruction in the left seat sustained no injury. The airplane was registered to Mid-Atlantic Air Ventures, Inc., Martinsville, Virginia and was operated by the Infinity Flight Group, Trenton, New Jersey, as a 14 Code of Federal Regulations Part 91 visual flight rules instructional flight. Visual meteorological conditions were present at the time of the accident and no flight plan was filed. The airplane departed from the Trenton Mercer Airport, Trenton, about 1440.

The flight instructor reported that the flight was an instructional multiple leg cross-county, that was required for the pilot to complete toward a commercial pilot certificate. Enroute to the Falwell Airport, the flight following procedures were cancelled once the airplane was within 5 miles from the destination airport. The aircrew then monitored the automated terminal information service (ATIS) from the Lynchburg Regional Airport/Preston Glen Field, Lynchburg, which reported the wind condition at 8 knots, from 290ø. The pilot was landing on runway 28.

The flight instructor further reported, the pilot entered the airport traffic pattern from the north-northwest onto a 3 mile right base leg for runway 28. The pilot then lowered the landing gear and confirmed there were 3 green landing gear lights. The pilot turned onto final approach, and with the flaps fully extended, the aircrew verified verbally that all landing gears were down and locked. The pilot maintained about a 500 fpm descent on final and verified verbally with the flight instructor that the airspeed was 70 knots. The pilot flared and executed a normal landing. Immediately after touchdown, the left main landing gear assembly separated at the axle. Subsequently, the airplane skidded for about 100 feet, departed the runway to the left, and came to rest on the grass. The pilot performed a shutdown and the two occupants egressed without further incident.

The flight instructor reported there were no wind gusts during the approach and landing, and there was no side loading at touchdown. The flight instructor further reported that in his experience, he did not feel the landing would have caused any damage.

The airplane sustained substantial damage to the fuselage. The separated main landing gear leg assembly was recovered and secured for future examination.

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Accident Rpt# CEN18LA077	01/15/2018 1935 MST	Regis# N787SB	Santa Fe, NM	Apt: N/a
Acft Mk/Mdl BRYK STEVEN L VELOCITY XL RG-NO SE	Acft SN 3RX097	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540-K1G5D		Ser Inj 1	Fit Conducted Under: FAR 091	
Opr Name: JOHN LAURENCE BERMAN	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPE	

Events

2. Enroute-cruise - Structural icing

Narrative

On January 15, 2018, about 1935 mountain standard time, an experimental, amateur-built Velocity XL-RG single-engine airplane, N787SB, collided with terrain during a forced landing near Santa Fe, New Mexico. The private pilot sustained serious injuries, and the airplane sustained substantial damage. The airplane was registered to Cloud Catcher Properties, Inc, and operated by the pilot under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91 with an activated flight plan. Night visual meteorological conditions prevailed at the accident site. The personal flight departed Liberal Mid-America Regional Airport (LBL), Liberal, Kansas, about 1832 central standard time, with the intended destination of Santa Fe Municipal Airport (SAF), Santa Fe, New Mexico.

According to preliminary information, the pilot departed LBL under visual flight rules (VFR) and contacted air traffic control (ATC) for VFR flight following to SAF. The pilot subsequently told the controller that the airplane had encountered instrument meteorological conditions (IMC) and that the airplane was accumulating airframe structural icing at 9,000 ft mean sea level (msl). The pilot, who was instrument rated, requested an instrument flight rules (IFR) clearance to SAF. The controller issued a heading change and told the pilot to climb to 10,000 ft msl; however, the pilot reported that he was unable to maintain altitude and declared an emergency. The final radar return was recorded 8.5 miles southeast of SAF at 300 ft above ground level (agl).

According to Federal Aviation Administration (FAA) inspectors, who responded to the accident site the following morning, the airplane had landed in rough terrain about 8 miles southeast of SAF. The FAA inspectors observed several accumulations of structural ice on the airframe and along the wreckage debris path. The FAA inspectors also reported that flight control continuity was confirmed at the accident site, the landing gear was found fully retracted, and that the composite propeller had fragmented during impact with terrain.

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Accident Rpt# CEN17LA365	09/16/2017 1715 EDT	Regis# N123XZ	Plymouth, IN	Apt: N/a
Acft Mk/Mdl GADDIS MICHAEL EXEC 162 F-NO SERIES	Acft SN 6377	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl ROTORWAY 162-F		Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: PRIVATE INDIVIDUAL	Opr dba:		Aircraft Fire: NONE	
			AW Cert: SPE	

Events

1. Approach - Unknown or undetermined
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Narrative

On September 16, 2017, about 1515 eastern standard time, an amateur-built Exec 162-F helicopter, N123XZ, performed a forced landing to a field near Plymouth, Indiana. The pilot and passenger were not injured, and the helicopter was substantially damaged. The helicopter was registered to North Indiana Rotor LLC and operated by a private individual 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 local flight departed from Plymouth Municipal Airport (C65), Plymouth, Indiana.

Initial information collected by the responding Federal Aviation Administration inspector, reported that while approaching the airport, the helicopter's engine lost power. The pilot conducted a forced landing to a field. The helicopter was substantially damaged during the landing.

The helicopter was retained for further examination.

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Accident Rpt# GAA18CA104 01/14/2018 1658 PST Regis# N145JG Friday Harbor, WA Apt: Friday Harbor FHR
Acft Mk/Mdl GELDERMANN BERT E LANCAIR Acft SN L2K-230 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: GELDERMANN BERT E Opr dba: Aircraft Fire: NONE

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Accident Rpt# CEN15LA169	03/07/2015 1230 CST	Regis# N154BH	Rusk, TX	Apt: Cherokee County Airport JSO
Acft Mk/Mdl HOKE BOBBY F RANS S 12		Acft SN 0195553	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl BOMBARDIER ROTAX (ALL)		Acft TT 1406	Fatal 0 Ser Inj 2	Flt Conducted Under: FAR 091
Opr Name: ROBERT GATEWOOD		Opr dba:		Aircraft Fire: NONE

Events

1. Approach-VFR pattern downwind - Loss of engine power (partial)
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Narrative

On March 7, 2015 about 1230 central standard time, a Rans S-12 homebuilt experimental airplane, N154BH, registered to a private individual, collided with trees and the ground while maneuvering to land after reported engine problems while in the landing pattern at the Cherokee County Airport (JSO), near Rusk, Texas. The pilot and passenger sustained serious injuries and the aircraft was substantially damaged. The local flight was being conducted under the provisions of Federal Code of Regulations Part 91. Visual meteorological conditions prevailed in the area and a flight plan was not filed.

According to the FAA, about 2 weeks prior to the accident, the passenger had purchased the ultralight aircraft. The purpose of the flight was to become familiar with the newly acquired aircraft. The PIC had about 11,000 hours of total flight time, with about 2 hours in the accident make and model. The PIC's most recent BFR was conducted on December 9, 2014. According to a written bill of sale, the passenger purchased the airplane on February 19, 2015. The aircraft's most recent conditional inspection was conducted on March 3, 2015.

Witnesses reported that the ultralight aircraft was doing touch and go landings at JSO. They reported that the engine did not sound normal and observed the aircraft maneuver toward a field before it stalled, collided with trees and impacted the ground. The pilot and passenger were transported to the hospital after the accident. The FAA traveled to the accident scene and inspected the accident area and wreckage. There was evidence of fuel smell at the accident site. Inspection of the airframe and engine at the accident site did not reveal any abnormalities.

The reported weather observation METAR at JSO about the time of the accident was:

KJSO 071735Z AUTO 0000KT 10SM BKN100 12/M05 A3048 RMK AO2 T01211051

According to the Icing Probability Chart, with a temperature of 12 degrees and dew point of 5 degrees, the aircraft engine was operating in an area conducive to light icing at cruise of descent power.

The NTSB did not receive a NTSB form 6120, Pilot/Operator Report or statements from the pilot and passenger. It is unknown if the passenger/owner had flight experience.