

2011 NTSB REPORTS

NTSB Identification: **CEN11CA191**

14 CFR Part 91: General Aviation

Accident occurred Sunday, January 30, 2011 in Newaygo, MI

Probable Cause Approval Date: 06/08/2011

Aircraft: ERCOUPE 415-CD, registration: N127G

Injuries: 1 Uninjured.

NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.

The pilot reported that he was departing a plowed "airstrip" on an ice-covered lake. During the takeoff roll, the airplane veered to the left and the left wheel hit a snowbank on the left side of the airstrip. The airplane nosed over, resulting in substantial damage to the wings and empennage. The pilot reported that the airplane experienced no mechanical malfunction or failure prior to the accident.

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's loss of directional control during takeoff from a frozen lake.

CEN11CA191

The pilot reported that he was departing a plowed "airstrip" on an ice covered lake. During the takeoff roll, the airplane veered to the left and the left wheel hit a snow bank on the left side of the airstrip. The airplane nosed over which resulted in substantial damage to the wings and empennage. The pilot reported that there was no mechanical malfunction or failure.

NTSB Identification: **ERA12CA040**

14 CFR Part 91: General Aviation

Accident occurred Sunday, October 16, 2011 in Mebane, NC

Probable Cause Approval Date: 01/18/2012

Aircraft: ENGINEERING & RESEARCH 415-C, registration: N3760H

Injuries: 2 Uninjured.

NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.

The pilot/owner stated that, as he began to taxi the airplane, the wind shifted. During takeoff, the airplane reached rotation speed at the midpoint of the runway, but at rotation the airplane would not climb, and the pilot noticed a loss of airspeed but no loss of engine power. Suspecting a shift in wind direction, the pilot aborted the takeoff; however, the airplane overran the departure end of the runway and struck a ditch and an embankment, damaging the nose. According to the pilot, there were no mechanical deficiencies with the airplane prior to the accident. He also reported that the airplane's takeoff weight was 23 pounds below its maximum allowable gross weight.

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's delay in aborting the takeoff.

ERA12CA040

The pilot/owner stated that prior to departing the grass strip oriented 140 degrees; the reported wind was from 250 degrees at 9 knots gusting to 18 knots. He also reported that the airplane's takeoff weight was 23 pounds below its maximum allowable gross weight. The airplane reached rotation speed at the midpoint of the runway, but at rotation the airplane would not climb, and the pilot noticed a loss of airspeed but no loss of engine power. The pilot aborted the takeoff, but the airplane overran the departure end and struck a ditch and an embankment. According to the pilot, there were no mechanical deficiencies with his airplane.

NTSB Identification: CEN12CA045

14 CFR Part 91: General Aviation

Accident occurred Tuesday, October 25, 2011 in Lebanon, OH

Probable Cause Approval Date: 01/18/2012

Aircraft: ENGINEERING & RESEARCH 415-C, registration: N93415

Injuries: 2 Uninjured.

NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.

The pilot was practicing takeoffs and landings with a flight instructor. The instructor reported that, upon landing when the airplane was about 2 feet above the runway, the pilot made a down elevator input because he believed that the airplane had ballooned. The instructor stated that he had been guarding the flight controls and he immediately corrected by inputting up elevator, but the airplane impacted the runway in a flat attitude. A postaccident examination revealed that the airplane's firewall was buckled.

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper landing flare, which resulted in a hard landing.

CEN12CA045

The pilot reported that he was practicing take-offs and landings with an instructor during the accident flight. He stated that on the final landing, he crossed the runway numbers and made a hard landing. The flight instructor reported that when the airplane was about 2 feet above the runway the pilot made a down elevator input because he believed that the airplane had ballooned. The flight instructor stated that he had been guarding the flight controls and he immediately corrected by inputting up elevator, but the airplane impacted the runway in a flat attitude. Subsequent to the hard landing it was found that the airplane's firewall was buckled.

NTSB Identification: ERA12CA111

14 CFR Part 91: General Aviation

Accident occurred Friday, December 16, 2011 in Panacea, FL

Probable Cause Approval Date: 04/04/2012

Aircraft: ERCOUBE 415-C, registration: N99576

Injuries: 2 Uninjured.

NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.

According to the pilot, he was on the final approach leg of the traffic pattern at 80 mph. During the landing roll on the 2,590-foot, turf runway, the pilot applied the brakes, but the airplane continued off the end of the runway, impacted a fence, and came to rest in a nose-low position, sustaining substantial damage to the wing spars. Examination of the wreckage, which included an operational check of the wheel braking system, revealed no preaccident mechanical malfunctions or failures that would have precluded normal operation of the airplane. According to the Ercoupe Instruction Manual, the recommended landing approach airspeed was "between 60 and

70 mph." The instruction manual also indicated that landing the airplane at a higher airspeed and applying the brakes "will require decidedly less overall distance than it would if the airplane were held off the ground until minimum speed had been reached." A published landing distance table for the airplane indicated that, with an approach speed of 75 mph, the landing distance over a 50-foot obstruction on a paved runway would be about 1,800 feet.

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot did not attain the proper touchdown point during landing, which resulted in a runway overrun.

ERA12CA111

According to the pilot, he was on the final approach leg of the traffic pattern at 80 mph and landed on the 2,590-foot, turf runway. During the rollout, the pilot applied the brakes, but the airplane continued off the end of the runway, impacted a fence, and came to rest in a nose low position. During the accident sequence, the airplane incurred substantial damage to the wing spars. A subsequent examination of the wreckage revealed no preaccident mechanical malfunctions or failures that would have precluded normal operation of the airplane. According to the Ercoupe Instruction Manual, the landing approach airspeed should be "between 60 and 70 mph."