

2014 NTSB Reports

NTSB Identification: **WPR14LA100**

14 CFR Part 91: General Aviation

Accident occurred Monday, January 20, 2014 in Poulsbo, WA

Aircraft: ERCOUBE 415 C, registration: N2076H

Injuries: 1 Serious.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed. NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report.

On January 20, 2014, about 1540 Pacific Standard Time, an Ercoube 415 C, N2076H, collided with trees near Poulsbo, Washington, under unknown circumstances. The airplane was registered to, and operated by, the owner under the provisions of 14 Code of Federal Regulations Part 91. The commercial pilot sustained serious injuries. The airplane sustained substantial damage to the forward fuselage and both wings. The local flight departed Auburn Municipal Airport, Auburn, Washington, at an unknown time. Visual meteorological conditions prevailed, and no flight plan had been filed.

The Kitsap County Central Communications Center received a 911 call from the pilot about 1545, stating that he had been involved in an airplane accident. Emergency response personnel responded to the accident site, and located the pilot outside of the airplane sitting by the cabin window. Due to the nature of his injuries, he could not recall the circumstances of the accident, reporting only that he had left Auburn earlier in the day.

The airplane came to rest inverted, and was located within a small clearing, surrounded in all directions by 50-foot-tall trees. It sustained crush damage to the upper fuselage from the firewall through to the tailcone forward bulkhead. The right wing remained attached at the root; the left wing sustained leading edge crush damage and was folded back about 45 degrees. The airplane's belly was coated in a layer of brown-colored oil from the louvered lower lip of the engine cowling, through to the tailcone.

NTSB Identification: **CEN14LA199**

14 CFR Part 91: General Aviation

Accident occurred Saturday, April 12, 2014 in Cookson, OK

Aircraft: ERCOUBE 415 C, registration: N2788H

Injuries: 2 Serious.

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On April 12, 2014, about 1050 central daylight time, N2788H, an Ercoube 415-C, sustained substantial damage after it made a forced landing to wooded terrain after a partial loss of engine power shortly after takeoff from Tinkiller Airport (44M), Cookson, Oklahoma. The pilot and the pilot rated passenger both sustained serious injuries. The airplane was registered to and operated by the pilot rated passenger. No flight plan was filed for the flight that was destined for a private airstrip in Ozark, Arkansas. Visual meteorological conditions prevailed for the personal flight conducted under 14 Code of Federal Regulations Part 91.

According to a witness, the airplane experienced engine trouble on the first takeoff attempt but was able to land back on the runway. The airplane then taxied back to the departure end of the runway and took off again. The witness said the airplane began to climb and when it was 100 feet above the ground, the wings dipped back and forth. The airplane then pitched up and descended into trees.

NTSB Identification: **ERA14LA208**
14 CFR Part 91: General Aviation
Accident occurred Sunday, April 27, 2014 in Apex, NC
Aircraft: ALON A2, registration: N6364V
Injuries: 1 Minor, 1 Uninjured.

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On April 27, 2014, about 1900 eastern daylight time, an Alon A2, N6364V, experienced a total loss of engine power shortly after takeoff from Deck Airpark (NC11), Apex, North Carolina. The pilot subsequently made an off-airport forced landing into a forest. The certificated private pilot sustained minor injuries, and the passenger was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The airplane was registered to and operated by a private individual under the provisions of Title 14 Code of Federal Regulations Part 91 as a personal flight.

The pilot reported that the taxi and initial takeoff were "normal;" however, when the airplane was about 100 feet above the trees that bordered the airport, the engine experienced a total loss of power. The pilot retarded the throttle and immediately reapplied full throttle. The engine subsequently restarted, but immediately lost power again. He then performed a forced landing into the trees, about 500 feet past the departure end of the runway.

Initial examination of the aircraft by a Federal Aviation Administration inspector revealed that the airplane impacted several trees and came to rest inverted between two trees, resulting in substantial damage to the wings and fuselage. Local authorities reported to the inspector that there was a strong fuel smell at the accident scene.

The engine was retained for further examination.