



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Eagle Lake, Texas	Accident Number:	GAA18CA242
Date & Time:	April 29, 2018, 14:00 Local	Registration:	N66SK
Aircraft:	SENO LOUIS C SR KIS	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during the takeoff roll, the airplane encountered a left crosswind gust, and the right wing struck the grass on the right side of the runway. The airplane pivoted about the right wing, and the propeller struck the ground. The airplane exited the right side of the runway and came to rest upright.

The airplane sustained substantial damage to the right-wing spar.

The pilot reported that there were 12-knot wind gusts about the time of the accident.

The METAR nearest the accident site reported that, about the time of the accident, the wind was from 140° at 6 knots, gusting to 13 knots. The takeoff roll was initiated on runway 17.

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

Probable Cause and Findings

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

The pilot's failure to maintain directional control during takeoff in gusting crosswind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff	Loss of control on ground (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)
Takeoff	Runway excursion

Pilot Information

Certificate:	Commercial	Age:	39,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Without waivers/limitations	Last FAA Medical Exam:	April 30, 2015
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Pilot Information

Certificate:	Commercial	Age:	38,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 2, 2018
Flight Time:	(Estimated) 500 hours (Total, all aircraft), 36 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SENO LOUIS C SR	Registration:	N66SK
Model/Series:	KIS TR-1	Aircraft Category:	Airplane
Year of Manufacture:	1996	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	021
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 1, 2018 Annual	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	350 Hrs at time of accident	Engine Manufacturer:	
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:		Rated Power:	118 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTME, 168 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	19:15 Local	Direction from Accident Site:	61°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 13 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	28°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Eagle Lake, TX (ELA)	Type of Flight Plan Filed:	None
Destination:	Eagle Lake, TX (ELA)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	EAGLE LAKE ELA	Runway Surface Type:	Asphalt
Airport Elevation:	183 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3801 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.600555,-96.321945(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Ronald Jacobs; FAA; Houston, TX
Original Publish Date:	October 24, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97138

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).