



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Portales, New Mexico	Accident Number:	GAA15CA199
Date & Time:	July 26, 2015, 13:30 Local	Registration:	N299CB
Aircraft:	NORTON CLAUDE C TAILWIND W8	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the takeoff roll with an air density altitude near 7,400 feet, the pilot reported that the takeoff roll "seemed normal with a bit longer requirement as expected for high temperatures conditions". The pilot reported that after takeoff the climb performance was "low".

He stated that the wind shifted direction during the initial climb; he maneuvered the airplane into the wind, and to avoid power transmission line wires and a highway by "gradual right turning". While maneuvering, the airplane settled into a "mushing descent" and impacted terrain.

The pilot reported there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation. During the impact with terrain the airplane sustained substantial damage to the left wing and empennage.

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 adequate airspeed, which resulted in the airplane exceeding its critical angle of attack while maneuvering and a subsequent aerodynamic stall.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Climb capability - Capability exceeded
Aircraft	Pitch control - Capability exceeded
Environmental issues	High density altitude - Effect on equipment

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff	Aerodynamic stall/spin
Takeoff	Loss of control in flight (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	70
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 24, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2014
Flight Time:	(Estimated) 6280 hours (Total, all aircraft), 135 hours (Total, this make and model), 5480 hours (Pilot In Command, all aircraft)		

Passenger Information

Certificate:		Age:	39
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	NORTON CLAUDE C	Registration:	N299CB
Model/Series:	TAILWIND W8 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	989
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 10, 2015 Annual	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	210 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-12F
Registered Owner:		Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCVS, 4295 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	18:58 Local	Direction from Accident Site:	18°
Lowest Cloud Condition:	Few / 20000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots / 18 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	34°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Portales, NM (PRZ)	Type of Flight Plan Filed:	None
Destination:	CLOVIS, NM (CVN)	Type of Clearance:	None
Departure Time:	13:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	PORTALES MUNI PRZ	Runway Surface Type:	Asphalt
Airport Elevation:	4077 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5700 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	34.145557,-103.410835(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	Stanley P Hinds; FAA; Lubbock, TX
Original Publish Date:	September 30, 2015
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91636

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](#).