



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Hazleton, Pennsylvania	<b>Accident Number:</b>	GAA15CA203
<b>Date &amp; Time:</b>	July 23, 2015, 19:00 Local	<b>Registration:</b>	N518JW
<b>Aircraft:</b>	WELCH FLOYD L QUICKIE Q 2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that after the initial touch down the airplane had a "left turning tendency", veered off the runway to the left into deep grass, and nosed over.

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

## 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 the landing roll, which resulted in a runway excursion and nose over.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

### Pilot Information

Certificate:	Private	Age:	28
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 21, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 16, 2015
Flight Time:	(Estimated) 54 hours (Total, all aircraft), 0.5 hours (Total, this make and model), 9 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	WELCH FLOYD L	Registration:	N518JW
Model/Series:	QUICKIE Q 2 Q2	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 9, 2015 Condition	Certified Max Gross Wt.:	1000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	85.1 Hrs as of last inspection	Engine Manufacturer:	REVMaster
ELT:	C91 installed, not activated	Engine Model/Series:	2100D
Registered Owner:		Rated Power:	75 Horsepower
Operator:		Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAVP,930 ft msl	<b>Distance from Accident Site:</b>	24 Nautical Miles
<b>Observation Time:</b>	22:54 Local	<b>Direction from Accident Site:</b>	29°
<b>Lowest Cloud Condition:</b>	Few / 7500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hazleton, PA (HZZ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hazleton, PA (HZZ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HAZZLETON RGNN HZZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1603 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4898 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.986389,-75.986946(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Vanover, Jackie
<b>Additional Participating Persons:</b>	HARRY SOUDAS; FAA; Allentown, PA
<b>Original Publish Date:</b>	September 11, 2015
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=91671">https://data.nts.gov/Docket?ProjectID=91671</a>

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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](#).