



# Aviation Investigation Final Report

<b>Location:</b>	Sanford, Florida	<b>Accident Number:</b>	ERA23LA379
<b>Date &amp; Time:</b>	September 26, 2023, 15:51 Local	<b>Registration:</b>	N708WC
<b>Aircraft:</b>	DORR DAN W SEQUOIA F.8L FALCO	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot performed a preflight inspection before he initiated the startup and taxi without any anomalies noted. During the initial climb after takeoff, about 100 ft above ground level over the runway, an engine compartment access cover opened. The pilot called the air traffic control tower and was cleared to land on a parallel runway. The pilot continued in the traffic pattern, but slowed the airplane in hopes that the access cover would not detach. The pilot became focused on the open cover and let the airspeed decrease, which resulted in a buffet, the left wing dropping, and the airplane “[falling] out of the sky.” The airplane subsequently impacted a taxiway and came to rest on the parallel runway, resulting in substantial damage to the fuselage and left wing. The pilot reported that there were no preimpact mechanical malfunctions or failures of the airplane that would have precluded normal operation. He also stated that he, “...focused way too much on the open engine cover and way too little on flying the airplane... The result was classic stall/spin scenario too close to the ground.”

## 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 airplane control after an engine access cover opened during the initial climb.

## Findings

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

## Factual Information

### History of Flight

Takeoff-rejected takeoff	Loss of control in flight (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 22, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 22, 2023
Flight Time:	1875 hours (Total, all aircraft), 167 hours (Total, this make and model), 1875 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	DORR DAN W	Registration:	N708WC
Model/Series:	SEQUOIA F.8L FALCO	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	Yes
Airworthiness Certificate:	Utility; Experimental (Special)	Serial Number:	1046
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	August 1, 2023 Condition	Certified Max Gross Wt.:	2008 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	675 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-B1E
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	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>	SFB,55 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	258°
<b>Lowest Cloud Condition:</b>	Few / 3500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	32°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sanford, FL	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sanford, FL	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	ORLANDO SANFORD INTL SFB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	54 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	11002 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	28.781715,-81.234602

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kemner, Heidi
<b>Additional Participating Persons:</b>	Jennifer Viteritto; FAA/FSDO; Orlando, FL
<b>Original Publish Date:</b>	November 16, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193148">https://data.nts.gov/Docket?ProjectID=193148</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).