



# Aviation Investigation Final Report

<b>Location:</b>	Welsh, Louisiana	<b>Accident Number:</b>	CEN23LA422
<b>Date &amp; Time:</b>	September 26, 2023, 14:09 UTC	<b>Registration:</b>	N728NN
<b>Aircraft:</b>	Quicksilver SPORT II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was making a simulated landing approach to determine clearance requirements for a runway he was planning to put on his property. He said that during the approach, there was a slight tailwind, and he flew about 6 to 7 ft. above the ground during the approach. There was a fence that crossed the approach path. The pilot surmised that as he approached the fence and added power the airplane settled and the tail skid caught the top wire of the electric fence, which altered the airplane's trajectory. The airplane struck a building on the property and then the ground. The airplane sustained substantial damage to the left wing and fuselage. The pilot reported that the airplane had no preimpact mechanical malfunctions or failures 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 sufficient altitude from obstacles during the simulated landing approach which led to a collision with a fence and a building.

## Findings

<b>Environmental issues</b>	Fence/fence post - Effect on operation
<b>Aircraft</b>	Altitude - Not attained/maintained

## Factual Information

### History of Flight

Maneuvering	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	51,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	July 8, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 5, 2021
Flight Time:	(Estimated) 10225 hours (Total, all aircraft), 35 hours (Total, this make and model), 10225 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Quicksilver	Registration:	N728NN
Model/Series:	SPORT II	Aircraft Category:	Airplane
Year of Manufacture:	1989	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	548
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 25, 2022 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	342 Hrs	Engine Manufacturer:	Rotax
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	582
Registered Owner:	On file	Rated Power:	64 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>	KCWF, 17 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	08:45 Local	<b>Direction from Accident Site:</b>	275°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Jennings, LA (3R7)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Jennings, LA (3R7)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:30 Local	<b>Type of Airspace:</b>	Class G

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	30.186547,-92.834208

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	Nicholas Riley ; FAA; Baton Rouge, LA
<b>Original Publish Date:</b>	January 4, 2024
<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=193147">https://data.nts.gov/Docket?ProjectID=193147</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](#).