



# Aviation Investigation Final Report

<b>Location:</b>	Myakka City, Florida	<b>Accident Number:</b>	ERA24LA009
<b>Date &amp; Time:</b>	October 14, 2023, 11:00 Local	<b>Registration:</b>	N87621
<b>Aircraft:</b>	Monocoupe 90AL-115	<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 stated that he had erected barbed wire fences on both sides of his private airstrip to keep cows off the runway. During takeoff, he veered left and struck the fence. The airplane nosed over, resulting in substantial damage to the wings and empennage. The pilot reported that there were no preimpact mechanical malfunctions of 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 adequate clearance from a fence during takeoff.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Fence/fence post - Response/compensation

## Factual Information

### History of Flight

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

Certificate:	Private	Age:	70,Male
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:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 27, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 5, 2021
Flight Time:	2150 hours (Total, all aircraft), 75 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Monocoupe	Registration:	N87621
Model/Series:	90AL-115	Aircraft Category:	Airplane
Year of Manufacture:	1949	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	869
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1610 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	837 Hrs	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-A3A
Registered Owner:	On file	Rated Power:	150
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>	SRQ,17 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	279°
<b>Lowest Cloud Condition:</b>	Scattered / 2300 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / 19 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.89 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Myakka City, FL	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Myakka City, FL	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PVT PVT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	50 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3400 ft / 80 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	27.347915,-82.161585(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Boggs, Daniel
<b>Additional Participating Persons:</b>	Angel Negron-Crespo; FAA/FSDO; Tampa, 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=193248">https://data.nts.gov/Docket?ProjectID=193248</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](#).