



Aviation Investigation Final Report

Location:	Bullhead City, Arizona	Accident Number:	WPR23LA132
Date & Time:	March 17, 2023, 12:57 Local	Registration:	N2214W
Aircraft:	FAY DAVID VELOCITY ELITE	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Unknown		

Analysis

The instructor providing instruction reported that the pilot receiving instruction aborted the first landing attempt due to crosswind conditions. During the second landing, the airplane bounced, then weather vaned and exited the runway to the right, substantially damaging the right wing tip before coming to rest. The instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane what 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 flight instructors failure to take remedial action and the student pilots improper landing during crosswind conditions which resulted in a loss of control.

Findings

Personnel issues	Delayed action - Instructor/check pilot
Personnel issues	Monitoring other person - Pilot
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	73
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 15, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	31000 hours (Total, all aircraft), 9 hours (Total, this make and model), 30000 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	65
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 14, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 20, 2022
Flight Time:	280 hours (Total, all aircraft), 1.7 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 1.7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAY DAVID	Registration:	N2214W
Model/Series:	VELOCITY ELITE 173RG	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	V420
Landing Gear Type:	Tricycle	Seats:	3
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIFP,695 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:		Direction from Accident Site:	2°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	19°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Henderson, NV (KHND)	Type of Flight Plan Filed:	None
Destination:	Bullhead City , AZ (A20)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Sun Valley Airport A20	Runway Surface Type:	Asphalt
Airport Elevation:	725 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3700 ft / 42 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.005639,-114.56502(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	John Waugh; FAA ; Las Vegas, NV
Original Publish Date:	September 8, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106916

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](#).