



# Aviation Investigation Final Report

<b>Location:</b>	Calhoun, Georgia	<b>Accident Number:</b>	ERA23LA102
<b>Date &amp; Time:</b>	January 5, 2023, 13:19 Local	<b>Registration:</b>	N522EA
<b>Aircraft:</b>	STRAY GOOSE RESEARCH LLC AIRCAM	<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 was performing touch-and-go landings, and during the landing roll, he removed his hand from the twin-engine airplane's throttles to turn off the electrically-powered fuel pumps. As the pilot moved his hand, his sweater sleeve caught on the right throttle handle, the right engine power increased, and the airplane veered off the runway to the left. During the runway excursion, the airplane collided with a runway marker sign and visual approach lighting equipment, which resulted in substantial damage to the fuselage and empennage. The pilot attempted to reduce the right throttle setting, but his sweater was jammed between the throttles, and he ultimately stopped the airplane by shutting down the airplane's engines. The pilot reported that there were no preaccident mechanical malfunctions or failures with 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 inadvertent asymmetric throttle application, which resulted in a loss of directional control during the landing roll, runway excursion, and collision with ground equipment.

## Findings

<b>Aircraft</b>	Power lever - Unintentional use/operation
<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

### Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	82,
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Balloon	Restraint Used:	4-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:	June 30, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 11, 2021
Flight Time:	(Estimated) 36000 hours (Total, all aircraft), 308 hours (Total, this make and model), 30000 hours (Pilot In Command, all aircraft), 24.5 hours (Last 90 days, all aircraft), 17.3 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	STRAY GOOSE RESEARCH LLC	Registration:	N522EA
Model/Series:	AIRCAM	Aircraft Category:	Airplane
Year of Manufacture:	2020	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	AC-251
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 20, 2022 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	237.2 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912-ULS2
Registered Owner:	STRAY GOOSE RESEARCH LLC	Rated Power:	100 Horsepower
Operator:	STRAY GOOSE RESEARCH LLC	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>	RMG,639 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	241°
<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>	6 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Calhoun, GA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Calhoun, GA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TOM B DAVID FLD CZL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	655 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	34.450082,-84.938189

## Administrative Information

**Investigator In Charge (IIC):** Freeze, Christopher

**Additional Participating Persons:** Juli Hendrix; FAA/FSDO; Atlanta, GA

**Original Publish Date:** June 15, 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=106545>

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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](#).