



Aviation Investigation Final Report

Location:	Limington, Maine	Accident Number:	ERA23LA243
Date & Time:	May 25, 2023, 07:00 Local	Registration:	N970CE
Aircraft:	THOMPSON EDWARD LM-5X-W	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that despite the winds being calm at the surface, shortly after departing for the accident flight he encountered gusty wind above the trees near the airport. He continued around the traffic pattern and planned to land in an area of grass next to the paved runway. During the final approach to land, a sudden gust of wind pushed the airplane to the right of the runway toward trees and a hangar. The pilot described that there was not enough time to initiate a go around before the airplane contacted a tree and then the hangar. The airplane came to rest upside down on the ground and the fuselage and both wings were substantially damaged. The pilot reported that there no preimpact mechanical malfunctions or failures 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 inadequate compensation for the gusty crosswind conditions, which resulted in a collision with a tree during landing.

Findings

Environmental issues	Gusts - Response/compensation
Environmental issues	Crosswind - Response/compensation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

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

Certificate:	Private	Age:	76, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	March 9, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 28, 2022
Flight Time:	982 hours (Total, all aircraft), 10 hours (Total, this make and model), 945 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	THOMPSON EDWARD	Registration:	N970CE
Model/Series:	LM-5X-W	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 31, 2022 Condition	Certified Max Gross Wt.:	1350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10 Hrs at time of accident	Engine Manufacturer:	Valley Engineering
ELT:	Not installed	Engine Model/Series:	VW 2276
Registered Owner:	On file	Rated Power:	80
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:	PWM,75 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:		Direction from Accident Site:	128°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	11.7°C
Precipitation and Obscuration:			
Departure Point:	Limington, ME	Type of Flight Plan Filed:	None
Destination:	Limington, ME	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	LIMINGTON-HARMON 63B	Runway Surface Type:	Grass/turf
Airport Elevation:	292 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2000 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.762949,-70.67223(est)

Administrative Information

Investigator In Charge (IIC):	Freeze, Christopher
Additional Participating Persons:	Richard A. Brown; FAA/FSDO; Portland, ME
Original Publish Date:	July 7, 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=192234

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](#).