



Aviation Investigation Final Report

Location:	Breaux Bridge, Louisiana	Accident Number:	CEN24LA194
Date & Time:	May 11, 2024, 14:21 Local	Registration:	N122LF
Aircraft:	LANNI CHARLES T SKYRANGER II	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot and passenger planned to complete a local flight from a private grass strip. Before departure, the pilot told the passenger that they would need to fly under power lines, then they could climb to a higher altitude. After flying under the power lines, the airplane continued about 0.5 nm at a low altitude and the right wing struck a tree. The airplane impacted the ground and sustained substantial damage to the left wing and fuselage. Postaccident examination of the airplane did not reveal any mechanical malfunctions or failures that would have precluded normal operation. Based on passenger weight and fueling information provided by the airstrip owner and friend of the pilot, the airplane was likely over its maximum gross weight, which resulted in a degraded climb performance.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's decision to depart with the airplane over maximum gross weight, which reduced the climb performance and resulted in a collision with a tree.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Maximum weight - Capability exceeded
Aircraft	Altitude - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	72,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot Unknown	Last FAA Medical Exam:	October 22, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	LANNI CHARLES T	Registration:	N122LF
Model/Series:	SKYRANGER II	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	SKR0603698
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Jabiru
ELT:	Not installed	Engine Model/Series:	2200
Registered Owner:	SOIGNIER KENNETH E	Rated Power:	80 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:	KLFT, 35 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	227°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	28°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Breaux Bridge, LA	Type of Flight Plan Filed:	None
Destination:	Breaux Bridge, LA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	BORDELON AIRPARK LS34	Runway Surface Type:	Grass/turf
Airport Elevation:	22 ft msl	Runway Surface Condition:	Dry
Runway Used:	06/24	IFR Approach:	None
Runway Length/Width:	2985 ft / 80 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	30.327389,-91.856208

Administrative Information

Investigator In Charge (IIC): Lindberg, Joshua

Additional Participating Persons: Paul Marks; Federal Aviation Administration; Baton Rouge, LA

Original Publish Date: July 25, 2024

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=194289>

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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](#).