



Aviation Investigation Final Report

Location:	Flippin, Arkansas	Accident Number:	CEN23LA225
Date & Time:	June 2, 2023, 08:20 Local	Registration:	N341JD
Aircraft:	SKYKITS CORP SAVANNAH VGW	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the takeoff roll, the airplane veered toward the left edge of the runway. The pilot attempted to abort the takeoff and reduced engine power to idle; however, the pilot continued to hold the aircraft in a nose-high attitude and the airplane became airborne. The airplane flew over the taxiway and impacted terrain adjacent to the taxiway. The impact collapsed the main and nose gear and caused the right wingtip to strike the ground.

Post accident examination of the wreckage by a Federal Aviation Administration inspector revealed substantial damage to the fuselage. The inspector noted tire marks on the runway that veer to the left and are in-line with the aircraft's direction, with a darker mark on the left. The inspector examined the airplane's brakes and found that both functioned normally. 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 loss of directional control during takeoff.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Total experience - Student/instructed pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	79,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 17 hours (Total, all aircraft), 2 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	SKYKITS CORP	Registration:	N341JD
Model/Series:	SAVANNAH VGW	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	08-11-51-788
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 1, 2022 Condition	Certified Max Gross Wt.:	1234 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	536 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	912S
Registered Owner:	ROSAN DANIEL D	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	N/A	Operator Designator Code:	N/A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	KFLP, 719 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	08:56 Local	Direction from Accident Site:	51°
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:	30.03 inches Hg	Temperature/Dew Point:	24°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Flippin, AR	Type of Flight Plan Filed:	None
Destination:	Flippin, AR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MARION COUNTY RGNL FLP	Runway Surface Type:	Asphalt
Airport Elevation:	719 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5001 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.293292,-92.584798

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	Paul J. Centinaro; FAA FSDO; Little Rock, AR
Original Publish Date:	September 28, 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=192312

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](#).