



Aviation Investigation Final Report

Location:	Cal-Nev-Ari, Nevada	Accident Number:	WPR23LA111
Date & Time:	February 19, 2023, 10:57 Local	Registration:	N2847H
Aircraft:	Glasair Sportsman	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, he planned an off-airport landing on a dirt road. He performed a series of passes to confirm the road condition and decided to proceed with the landing. During the rollout, the dirt road elevation lowered with respect to the berms on either side, and the wings contacted vegetation, which damaged the left wing.

The pilot and his passenger exited the airplane to inspect the damage and determined that the airplane was airworthy and able to fly to a nearby airport with only the pilot onboard.

The pilot stated that for the accident takeoff, near rotation speed, the left main wheel dropped into a rut of soft sand, the airplane veered left, the left wing contacted a berm, and the airplane spun around and came to rest inverted. Substantial damage was sustained to the wings and fuselage. Witnesses reported that they saw the airplane climb before veering left and descending back to the ground.

The pilot reported 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 improper decision to takeoff with known damage to the wing and his failure to maintain directional control during takeoff on rough terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Rough terrain - Effect on equipment
Environmental issues	Tree(s) - Effect on equipment

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	59,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 20, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 22, 2022
Flight Time:	(Estimated) 7656 hours (Total, all aircraft), 729 hours (Total, this make and model), 5864 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Glasair	Registration:	N2847H
Model/Series:	Sportsman	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	7065
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 3, 2022 Condition	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	744 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	On file	Rated Power:	180 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:	16 Nautical Miles
Observation Time:	11:52 Local	Direction from Accident Site:	128°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	20 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	None /
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	18°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Diego, CA (MYF)	Type of Flight Plan Filed:	None
Destination:	Cal-Nev-Ari, CA (1L4)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	BLM dirt road NONE	Runway Surface Type:	
Airport Elevation:	2917 ft msl	Runway Surface Condition:	Dry;Holes;Rough;Soft;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	35.315886,-114.81139

Administrative Information

Investigator In Charge (IIC):	Blum, Contessa
Additional Participating Persons:	Carey Atnip; Federal Aviation Administration; Las Vegas, NV
Original Publish Date:	April 20, 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=106758

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](#).