



Aviation Investigation Final Report

Location:	Myakka City, Florida	Accident Number:	ERA24LA009
Date & Time:	October 14, 2023, 11:00 Local	Registration:	N87621
Aircraft:	Monocoupe 90AL-115	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he had erected barbed wire fences on both sides of his private airstrip to keep cows off the runway. During takeoff, he veered left and struck the fence. The airplane nosed over, resulting in substantial damage to the wings and empennage. The pilot reported that there were no preimpact mechanical malfunctions 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 failure to maintain adequate clearance from a fence during takeoff.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Fence/fence post - Response/compensation

Factual Information

History of Flight

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

Certificate:	Private	Age:	70,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 27, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 5, 2021
Flight Time:	2150 hours (Total, all aircraft), 75 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Monocoupe	Registration:	N87621
Model/Series:	90AL-115	Aircraft Category:	Airplane
Year of Manufacture:	1949	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	869
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1610 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	837 Hrs	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-A3A
Registered Owner:	On file	Rated Power:	150
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:	SRQ, 17 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	279°
Lowest Cloud Condition:	Scattered / 2300 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 19 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Myakka City, FL	Type of Flight Plan Filed:	None
Destination:	Myakka City, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	PVT PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	50 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3400 ft / 80 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	27.347915,-82.161585(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Angel Negron-Crespo; FAA/FSDO; Tampa, FL
Original Publish Date:	November 16, 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=193248

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](#).