NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT This form to be used for reporting civil and public aircraft accidents and incidents

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Registered Aircraft Owner	MAVEON			
Name: Green Airports Development C	Corporation		City: Kemah	
Fractional Ownership Aircraft: O Yes	⊙ No		State: Tx	ZIP: 77565
	Registered Owner		Country: USA	
	registered Owner		Same Address as Regist	ered Owner
Name: Coastal Skies Aero Club Doing Business As:			City: Pearland	
Air Carrier/Operator Designator (4 Charac	cter Code)		State: TX	ZIP: 77580
Operating Certificates Held	T			
Check all that apply)	Regulation Flight Conducte	d Under		FAR 121, 125, 120, 125
Flag Carrier Operating Certificate (FAR 121) Supplemental Air Cargo Foreign Air Carriers (FAR 120)	OFAR 121 OFAR 135 OF OFAR 125 OFAR 137 OF	FAR 415 FAR 431 FAR 435 FAR 437	O Scheduled or Commute O Non-Scheduled or Air	
Rotorcraft External Load (FAR 133) Commuter Air Carrier (FAR 135) On-Demand Air Taxi (FAR 135) Commercial Air Tour (FAR 136)	O FAR 91 Special Flight O Non-US, Commercial O Non-US, Non-commercial		O Passenger O Cargo O Mail Contract Only	
JAgricultural Aircraft (FAR 137) Pilot School (FAR 141) Certificate of Authorization or Weiner (CCA)	OPublic Aircraft (Select one) O Armed Forces		Purpose of Flight for F/	AR 91, 103, 133, 137
I Commercial Space Transportation Experimental Permit Commercial Space Transportation License Other Operator of Large Aircraft	O Federal O State O Local O Unknown		O Air Drop O Air Race/Show O Banner Tow O Business	OFirefighting OFlight Test OGlider Tow OInstructional OOther Work Use OPersonal
evenue Sightseeing Flight OYes No	Air Medical Flight OYes No		O Executive/Corporate	OPositioning OSkydiving
RPORT INFORMATION (FILLING) rport Name: Pearland Regional				
rport Name: Pearland Regional port Identifier: KLVJ eximity to Airport: O Off Airport/Airstrip nway Information		Dista Direct	ince From Airport Cente tion From Airport: <u>200</u> ort Elevation: <u>42</u>	er: _2smdegrees trueft. ms/
way ID: 14 (L/R/C) Length: 4,3	13 ft Width 75	Condi	tion of Runway/Landing	Surface (Check all that apply)
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axi OVFR Departure keoff OIFR Departure Procedu	OOn Instrument Apare/Clearance OLanding		ODownwind OI OBase Of	.ow Approach Go Around
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"FLIGHT CREWM	- HILLIAM									
"Flight Crewmember 1" O Pilot O Co-Pilo	" Responsibilit	ties at the I	ime of Accide	nt/Incident					(A) (A) (A)	
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"Elight Crownson L. 11"	was phot fiyn	ng □Yes	☑ No					and a right Ci	EW	
"Flight Crewmember 1" First Name: <u>Jonathan</u>	Identification]								
Middle Initial: M					City of	Residence	: Webster			
					State:		TYCOSIC			
Last Name: Disler						y: USA		ZIP: <u>77</u>	598	
Age at time	of Accident/Ir	neident: 73	Date	of Birth:	g ound). <u>UUA</u>	mm/dd/yy	1.		
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"FLIGHT CREWN "Flight Crewmember 2 OPilot OCo-Pilot	EMBER 2" INFO	PRMATIC	UNE CONTRACTOR		TM 5.40			支票海流等		The second of the second
OPilot OCo-Pilo "Flight Crewmember 2"	* Student Plint	OFlight h	nstructor O	ident Check Pil	lot O	Flight Engin		ther Flight Cr	ew	
"Flight Crewmember 2"	doné Good	Z Yes □	No							
First Nomes 1										
Middle Initial: G					City of	Residence:	Bavtown			
Last Name: Bishop	_					IX				
				_		V: USA		ZIP: 775	021	
Age at time	of Accident/Incident:	42	Date of Birt	th:	country	· JOSA	mm/dd/yyy			
Dogge - Cl :		Cert	tificate Numbe	r:			mm ace ypys	,		
Degree of Injury O None O Fatal	Seat Occupied	d		R	Restraint	Tyne				
O Minor O Unknown	O Left O Right O Center	OFront ORear OSingle	OUnknown		Avail:	able	Used O Non			le Restrain
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Description	of Damage to Airera	oft and Other Property	(Use additional short if	O Oil-Orbund	O Unknown

Description of Damage to Aircraft and Other Property (Use additional sheet if necessary)

Nose wheel fork sheared off mid fork, spinner crushed, prop bent, prop strike, fire wall bent, motor mount bent, front window broken, right wing strut bent, right wing spar bent, right wing skin deformities, rear window broken, tall crushed.

NARRATIVE HISTORY OF FLIGHT (Please type of print in link)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and and location, services obtained, and intended

Departed KLVJ on a training flight in a Cessna 172 at approximately 14:30 CST. We proceeded approximately 11 miles to the west at 1000 feet MSL, entered the the traffic pattern and landed at Houston Southwest airport (KAXH) where we delayed for approximately thirty minutes to top the aircraft with fuel. We then departed KAXH at approximately 1500 CST on a northwest heading and climbed to 1500 MSL. We contacted Houston Approach control on 123.8 and requested flight following to fly the Interstate 10 corridor along the Houston Ship channel to Bay Town. From Bay Town we proceeded south toward KLVJ with radar vectors to avoid the Ellington KEFD class D airspace. After receiving KLVJ ASOS we communicated on the Pearland Uniciom frequency 122.8, entered a left downwind for runway 14 at KLVJ, turned left base, and a normal final turn for runway 14. There was little or no traffic. There was an approximate 8 knot cross wing from 70 degrees on final. Everything the student flying pilot did was good during the approach phase. The flare and landing was normal until right at touchdown the plane suddenly veered to the right and headed off the runway. I said "I have the controls" and attempted to correct but there was insufficient energy to control the aircraft. The airplane then went off the runway and flipped over upside down and stopped. We each exited the airplane. I reached back to turn off the master. There was no damage to other property but the airplane appeared destroyed. The KLVJ line personnel were there immediately and took control at the accident scene.

RECOMMENDATION (How co	uld this accidentation			755M-1		
Operator/Owner Safety Recommend	ation	re been prevent	ed?)***			
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ADDITIONAL INFORMA	ATION (Please type or print in ink)	WYETTERSETTER	
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