



# Aviation Investigation Factual Report

<b>Location:</b>	Mountain Home, Idaho	<b>Accident Number:</b>	WPR15CA017
<b>Date &amp; Time:</b>	October 20, 2014, 10:15 Local	<b>Registration:</b>	N211MY
<b>Aircraft:</b>	INDUS AVIATION INC. T-211 THORPEDO	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Pilot Information

<b>Certificate:</b>	Sport Pilot	<b>Age:</b>	89
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None With waivers/limitations	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 7, 2014
<b>Flight Time:</b>	10016 hours (Total, all aircraft), 312 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	INDUS AVIATION INC.	<b>Registration:</b>	N211MY
<b>Model/Series:</b>	T-211 THORPEDO	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2006	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	022S
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 12, 2014 100 hour	<b>Certified Max Gross Wt.:</b>	1270 lbs
<b>Time Since Last Inspection:</b>	11 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	312 Hrs at time of accident	<b>Engine Manufacturer:</b>	Jabiru
<b>ELT:</b>		<b>Engine Model/Series:</b>	3300
<b>Registered Owner:</b>	Earl W Pitts	<b>Rated Power:</b>	120 Horsepower
<b>Operator:</b>	Earl W Pitts	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	175°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mountain Home, ID (U76 )	Type of Flight Plan Filed:	None
Destination:	Mountain Home, ID (U76 )	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Airport Information

Airport:	Mountain Home U76	Runway Surface Type:	
Airport Elevation:	3167 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.360019,-115.519386(est)

## Administrative Information

**Investigator In Charge (IIC):** Little, Thomas

**Additional Participating Persons:**

**Report Date:** December 4, 2014

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=90282>

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](#).