



Aviation Investigation Factual Report

Location:	Montgomery, New York	Accident Number:	GAA15CA176
Date & Time:	July 5, 2015, 13:00 Local	Registration:	N163PH
Aircraft:	EVEKTOR-AEROTECHNIK AS SPORTSTAR SL	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Pilot Information

Certificate:	Sport Pilot	Age:	56
Airplane Rating(s):	Single-engine land	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:	No
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 22, 2014
Flight Time:	(Estimated) 177 hours (Total, all aircraft), 175 hours (Total, this make and model), 71 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	EVEKTOR-AEROTECHNIK AS	Registration:	N163PH
Model/Series:	SPORTSTAR SL	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Normal; Special light-sport (Special)	Serial Number:	20081106
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 30, 2014 100 hour	Certified Max Gross Wt.:	1268 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	318 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C126 installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 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:	KMGJ,365 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:54 Local	Direction from Accident Site:	72°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	26°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SOUTH BETHLEHEM, NY (4B0)	Type of Flight Plan Filed:	None
Destination:	Montgomery, NY (MGJ)	Type of Clearance:	VFR
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ORANGE COUNTY MGJ	Runway Surface Type:	Asphalt
Airport Elevation:	364 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	5006 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	41.508335,-74.267776(est)

Administrative Information

Investigator In Charge (IIC):	Bigelow, Bradley
Additional Participating Persons:	Dramaine James; Federal Aviation Organization; Teterboro, NJ
Report Date:	August 7, 2015
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=91536

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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](#).