



Aviation Investigation Final Report

Location:	Coleman, Florida	Accident Number:	ERA20CA075
Date & Time:	January 15, 2020, 12:18 Local	Registration:	N235LS
Aircraft:	Vans VANS RV 9	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot had completed several takeoffs and full stop landings in the airport traffic pattern. During a subsequent touch and go landing the pilot did not retract the flaps fully after landing. The airplane then became airborne prematurely at too low an airspeed during the subsequent takeoff attempt. When the pilot attempted to lower the nose and gain airspeed the left wingtip contacted the ground and spun the airplane to the right. The propeller dug into the turf just off the runway and the airplane came to rest inverted in a ditch. The airplane sustained substantial damage to the fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 failure to properly configure the airplane for takeoff, which resulted in premature liftoff, loss of control, and collision with terrain.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Climb rate - Not attained/maintained

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	67,Male
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:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	April 22, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 11, 2019
Flight Time:	376 hours (Total, all aircraft), 11 hours (Total, this make and model), 307 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N235LS
Model/Series:	VANS RV 9 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	90866
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 11, 2019 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1000 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-235 C1
Registered Owner:	On file	Rated Power:	118 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:	KINF,50 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	12:15 Local	Direction from Accident Site:	272°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	27°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Coleman, FL (2FA6)	Type of Flight Plan Filed:	None
Destination:	Coleman, FL (2FA6)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Freeflight Intl 2FA6	Runway Surface Type:	Grass/turf
Airport Elevation:	55 ft msl	Runway Surface Condition:	Vegetation
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	4100 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	28.809444,-82.06639(est)

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Robert Blake; FAA/FSDO; Orlando, FL
Original Publish Date:	February 2, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=100818

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](#).