



Aviation Investigation Final Report

Location:	Thermal, California	Accident Number:	WPR21LA106
Date & Time:	February 5, 2021, 13:00 Local	Registration:	N7850K
Aircraft:	Jabiru SP 250	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during landing, the airplane was about 20 ft above the runway, when a gust of wind pushed the airplane to the right. The pilot attempted to correct to stay on the runway, however the airplane touched down and veered towards the right of the runway. The pilot attempted to regain directional control with left brake and left rudder application, but the airplane exited the right side of the runway and the nose landing gear collapsed. The airplane nosed over and came to rest inverted. The left wing and fuselage were substantially damaged. The pilot reported that there were no 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 loss of directional control during landing in gusting wind conditions, which resulted in a runway excursion and nose over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Contributed to outcome

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	33, 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:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 27, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 17, 2020
Flight Time:	(Estimated) 95 hours (Total, all aircraft), 3 hours (Total, this make and model), 20 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Jabiru	Registration:	N7850K
Model/Series:	SP 250	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	389
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 16, 2020 Annual	Certified Max Gross Wt.:	1330 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	566.2 Hrs as of last inspection	Engine Manufacturer:	Jabiru
ELT:	C91A installed, activated, aided in locating accident	Engine Model/Series:	3300A
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:	TRM,-114 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:00 Local	Direction from Accident Site:	174°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	2996 inches Hg	Temperature/Dew Point:	27°C / -8°C
Precipitation and Obscuration:			
Departure Point:	Pacoima, CA (WHP)	Type of Flight Plan Filed:	None
Destination:	Thermal, CA	Type of Clearance:	VFR
Departure Time:	11:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Thermal KTRM	Runway Surface Type:	Asphalt
Airport Elevation:	-114 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	8500 ft / 150 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:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.62,-116.15(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons:

Original Publish Date: September 20, 2021

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=102607>

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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](#).