



# Aviation Investigation Final Report

<b>Location:</b>	DeLand, Florida	<b>Accident Number:</b>	ERA21LA256
<b>Date &amp; Time:</b>	June 17, 2021, 08:30 Local	<b>Registration:</b>	N966W
<b>Aircraft:</b>	WARE JERRY L AVENTURA II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

As soon as the pilot lifted from the runway during the takeoff he thought he encountered windshear or a crosswind and the airplane “stopped climbing.” He decided to land in the grass off of the runway, and after touchdown during the landing roll, the airplane contacted a hole in the ground. The left main landing gear separated from the fuselage and the left wing contacted the ground, which substantially damaged it. The pilot reported that there were no preaccident mechanical malfunctions or failures 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:

A landing gear collapse after the airplane struck a hole during an off-runway precautionary landing.

## Findings

<b>Environmental issues</b>	Sloped/uneven terrain - Effect on equipment
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## Factual Information

### History of Flight

Initial climb	Off-field or emergency landing
Landing-landing roll	Landing gear collapse (Defining event)

### Pilot Information

Certificate:	Sport Pilot	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 14, 2020
Flight Time:	244 hours (Total, all aircraft), 235 hours (Total, this make and model), 191 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	WARE JERRY L	Registration:	N966W
Model/Series:	AVENTURA II	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	AA2A0136
Landing Gear Type:	Retractable - Tailwheel; Amphibian	Seats:	2
Date/Type of Last Inspection:	February 1, 2021 Condition	Certified Max Gross Wt.:	1430 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	96 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	914UL
Registered Owner:	On file	Rated Power:	100
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DED, 79 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	08:35 Local	<b>Direction from Accident Site:</b>	284°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / None	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DeLand, FL	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	DeLand, FL	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	<b>Type of Airspace:</b>		

## Airport Information

<b>Airport:</b>	DELAND MUNI-SIDNEY H TAYLOR FLD DED	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	79 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4301 ft / 75 ft	<b>VFR Approach/Landing:</b>	Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	29.066553,-81.280905(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Boggs, Daniel
<b>Additional Participating Persons:</b>	Dwight Greenlund; FAA; Orlando, FL
<b>Original Publish Date:</b>	October 19, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=103282">https://data.nts.gov/Docket?ProjectID=103282</a>

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](#).