



Aviation Investigation Final Report

Location:	Camarillo, California	Accident Number:	WPR22LA310
Date & Time:	August 18, 2022, 13:40 Local	Registration:	N995GS
Aircraft:	STUCKER GARY BANTY	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The accident occurred as the pilot was taking off from an ultralight runway. Portions of the takeoff and accident were captured on a security video. The airplane became airborne and, as seen in the video, it entered a climbing left turn. As the airplane ascended to about treetop level, the bank angle increased greater than 60° as the airplane turned about 90° off the runway heading. The airplane then descended out of view behind trees. The airplane came to rest inverted on top of an airport hangar and was substantially damaged.

The pilot stated he had not flown the airplane for years and could not recall what happened during the flight. A witness stated that the pilot told him after the accident that he stalled the airplane and that there was nothing wrong with the airplane.

Examination of the wreckage found no anomalies that would have precluded normal operation. The accident sequence is consistent with the pilot banking excessively after takeoff, which resulted in the airplane exceeding the critical angle of attack at a slow airspeed and stalling.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain proper airspeed and his exceedance of the airplane's critical angle of attack, which resulted in an aerodynamic stall.

Findings

Aircraft	Lateral/bank control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Not attained/maintained

Factual Information

History of Flight

Initial climb	Loss of control in flight (Defining event)
Initial climb	Aerodynamic stall/spin

On August 18, 2022, at 1340 Pacific daylight time, an experimental amateur-built Banty airplane, N995GS, was substantially damaged when it was involved in an accident near Camarillo, California. The pilot was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Airport security video captured the airplane as it departed to the west from the ultralight runway at Camarillo Airport. The airplane became airborne and began an immediate climbing left turn. The airplane climbed to about treetop level, with an increase in bank angle to greater than 60° as the airplane completed about 90° of turn (see figure). The airplane then descended from view behind trees. The wreckage came to rest inverted on top of an airport hangar.



Figure. Picture of Takeoff (Security Video Capture)

The pilot, who held the repairman certificate for N995GS and was the only person authorized to sign off maintenance, told a Federal Aviation Administration (FAA) inspector that he was

asked to fly the airplane and troubleshoot repair work to the flaps. However, he could not produce a record showing what work had been done or by whom. When asked specifically if he was performing a test flight on the airplane, he said he could not recall why he was there and he did not know what happened during the flight. The pilot also stated he had not flown this model airplane “for many years.”

A witness to the accident, who was familiar with the airplane, said he spoke to the pilot following the accident and the pilot told him he “perceived the runway was too small,” and turned to the left after takeoff and stalled the airplane. The pilot also told him that there was nothing wrong with the airplane. The witness also assisted in the relocation of the wreckage and stated he did not [observe anything unusual or abnormal] with the airplane.

A FAA inspector who responded to the accident found no airworthiness issues.

A review of the pilot’s most recent logbook did not reveal any entries for flights in the accident airplane make and model between the first logbook entry in April 2020 and the date of the accident. No airplane maintenance logbooks were recovered during the investigation.

Pilot Information

Certificate:	Private	Age:	81,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 30, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 15, 2017
Flight Time:	(Estimated) 1965 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STUCKER GARY	Registration:	N995GS
Model/Series:	BANTY	Aircraft Category:	Ultralight
Year of Manufacture:	1999	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1285
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	BOMBARDIER
ELT:	Not installed	Engine Model/Series:	ROTAX (ALL)
Registered Owner:	On file	Rated Power:	0 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:	KCMA, 71 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	195°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	21°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Camarillo, CA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	CAMARILLO CMA	Runway Surface Type:	
Airport Elevation:	76 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	34.213579,-119.08715(est)

Preventing Similar Accidents

Prevent Aerodynamic Stalls at Low Altitude (SA-019)

The Problem

While maneuvering an airplane at low altitude in visual meteorological conditions, many pilots fail to avoid conditions that lead to an aerodynamic stall, recognize the warning signs of a stall onset, and apply appropriate recovery techniques. Many stall accidents result when a pilot is momentarily distracted from the primary task of flying, such as while maneuvering in the airport traffic pattern, during an emergency, or when fixating on ground objects.

What can you do?

- Be honest with yourself about your knowledge of stalls and your preparedness to recognize and handle a stall situation in your airplane. Seek training to ensure that you fully understand the stall phenomenon, including angle-of attack (AOA) concepts and how elements such as weight, center of gravity, turbulence, maneuvering loads, and other factors affect an airplane's stall characteristics.
- Remember that an aerodynamic stall can occur at any airspeed, at any attitude, and with any engine power setting.
- Remember that the stall airspeeds marked on the airspeed indicator (for example, the bottom of the green arc and the bottom of the white arc) typically represent steady flight speeds at 1G at the airplane's maximum gross weight in the specified configuration. Maneuvering loads and other factors can increase the airspeed at which the airplane will stall. For example, increasing bank angle can increase stall speed exponentially. Check your airplane's handbook for information.
- Reducing AOA by lowering the airplane's nose at the first indication of a stall is the most important immediate response for stall avoidance and stall recovery.
- Manage distractions when maneuvering at low altitude so that they do not interfere with the primary task of flying.
- Resist the temptation to perform maneuvers in an effort to impress people, including passengers, other pilots, persons on the ground, or others via an onboard camera. "Showing off" can be a deadly distraction because it diverts your attention away from the primary task of safe flying.
- Understand that the stall characteristics of an unfamiliar airplane may differ substantially from those of airplanes with which you have more flight experience.

See <https://www.nts.gov/Advocacy/safety-alerts/Documents/SA-019.pdf> for additional resources.

The NTSB presents this information to prevent recurrence of similar accidents. Note that this should not be considered guidance from the regulator, nor does this supersede existing FAA Regulations (FARs).

Administrative Information

Investigator In Charge (IIC):	Baker, Daniel
Additional Participating Persons:	Juan Herrera; FAA; Van Nuys, CA
Original Publish Date:	November 15, 2023
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105764

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](#).