



Aviation Investigation Final Report

Location:	Sterling, Colorado	Accident Number:	CEN23LA013
Date & Time:	October 11, 2022, 11:00 Local	Registration:	N872UE
Aircraft:	Pober Pixie	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he had just purchased the airplane. During the second takeoff the airplane encountered a “violent variable wind gust”; the left wing rose unexpectedly, and the airplane stalled. The pilot reported that there was not enough altitude to recover and the airplane impacted the ground, which resulted in substantial damage to the right wing and fuselage. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. At the time of takeoff, wind was reported as 250° at 23 knots, gusting to 30 knots.

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 control during the takeoff with strong gusty surface wind.

Findings

Aircraft	Angle of attack - Capability exceeded
Environmental issues	Gusts - Contributed to outcome
Environmental issues	Gusts - Ability to respond/compensate

Factual Information

History of Flight

Initial climb	Other weather encounter
Initial climb	Loss of control in flight (Defining event)
Initial climb	Attempted remediation/recovery
Initial climb	Aerodynamic stall/spin

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
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:	Class 2 None	Last FAA Medical Exam:	April 29, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 13, 2022
Flight Time:	1400 hours (Total, all aircraft), 1 hours (Total, this make and model), 1348 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pober	Registration:	N872UE
Model/Series:	Pixie	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	Yes
Airworthiness Certificate:	Normal	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	October 9, 2022 Condition	Certified Max Gross Wt.:	947 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5 Hrs as of last inspection	Engine Manufacturer:	Volkswagen
ELT:	Not installed	Engine Model/Series:	Pober Pixie 1835
Registered Owner:	On file	Rated Power:	60 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:	KSTK,4028 ft msl	Distance from Accident Site:	
Observation Time:	10:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	23 knots / 30 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	Light / N/A
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	0°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sterling, CO	Type of Flight Plan Filed:	None
Destination:	Mc Donald , KS (5KS8)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Sterling Airport KSTK	Runway Surface Type:	Asphalt
Airport Elevation:	4028 ft msl	Runway Surface Condition:	Dry
Runway Used:	33/15	IFR Approach:	None
Runway Length/Width:	5201 ft / 75 ft	VFR Approach/Landing:	Unknown

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:	40.361562,-103.15554(est)

Administrative Information

Investigator In Charge (IIC):	Otterstrom, Kevin
Additional Participating Persons:	Joseph Walsh; FAA FSDO
Original Publish Date:	January 26, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106122

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