



Aviation Investigation Final Report

Location:	East Amherst, New York	Accident Number:	ERA24LA175
Date & Time:	April 10, 2024, 14:15 Local	Registration:	N107RW
Aircraft:	HARING ROBERT C ZENITH CH601XLB	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was departing from a wet, turf runway. The pilot reported that during the departure roll the airplane began to veer to the right and was not travelling fast enough when he attempted to takeoff. The airplane’s nose gear settled back onto the runway, it then sank into the soft turf, and the airplane nosed over. The airplane came to rest inverted and sustained substantial damage to the vertical stabilizer and rudder. The pilot further reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. The pilot also stated that he should have aborted the takeoff, but “thought he could power through the drifting and get the aircraft off the ground.”

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 directional control and his decision to continue the takeoff from the soft turf runway.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Soft surface - Contributed to outcome

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	82, 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:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot	Last FAA Medical Exam:	November 8, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 27, 2022
Flight Time:	758 hours (Total, all aircraft), 252 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	HARING ROBERT C	Registration:	N107RW
Model/Series:	ZENITH CH601XLB	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	6-4843
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 1, 2023 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	252 Hrs as of last inspection	Engine Manufacturer:	Jabiru
ELT:	Installed, not activated	Engine Model/Series:	3300A
Registered Owner:	On file	Rated Power:	107 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:	KBUF,727 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Few / 700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	15°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Amherst, NY	Type of Flight Plan Filed:	None
Destination:	Akron, NY (9G3)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	CLARENCE AERODROME D51	Runway Surface Type:	Grass/turf
Airport Elevation:	589 ft msl	Runway Surface Condition:	Soft;Wet
Runway Used:	10/28	IFR Approach:	None
Runway Length/Width:	2500 ft / 67 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.067667,-78.691821(est)

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Randall E. Steele; FAA/FSDO; Rochester, NY
Original Publish Date:	January 21, 2025
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=194072

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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](#).