



Aviation Investigation Final Report

Location:	Oshkosh, Wisconsin	Accident Number:	CEN24LA330
Date & Time:	August 27, 2024, 17:45 Local	Registration:	N151GH
Aircraft:	Esqual VM1	Aircraft Damage:	Substantial
Defining Event:	Loss of lift	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot executed two stabilized low approaches without touching down. After touchdown following the third approach, engine power was added, and the wing flaps were retracted. Before the flaps were fully retracted and before rotation speed, the pilot rotated, and the airplane lifted off the runway. The airplane sank back onto the runway with a side load on the left main landing gear. The left axle broke, and the left wheel separated from the airplane and impacted the horizontal stabilizer. The pilot continued the takeoff, and the control tower confirmed there was no left wheel on the airplane. The second pilot landed the airplane on the runway without further incident. The airplane sustained substantial damage to the left side of the fuselage near the attachment point of the left horizontal stabilizer when the wheel impacted the airplane. The pilot reported that there were no mechanical anomalies with the airplane that would have precluded normal operations.

Probable Cause and Findings

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

The pilot's premature rotation during takeoff which resulted in the airplane settling back to the runway and the subsequent separation of the left wheel.

Findings	
Personnel issues	Aircraft control - Pilot
Aircraft	Climb rate - Attain/maintain not possible
Aircraft	Wheel/ski/float - Related operating info

Factual Information

History of Flight

Takeoff	Loss of lift (Defining event)
Landing-flare/touchdown	Part(s) separation from AC

Pilot Information

Certificate:	Sport Pilot	Age:	28,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	120 hours (Total, all aircraft), 10 hour aircraft)	rs (Total, this make and model), 1 hou	rs (Last 24 hours, all

Pilot-rated passenger Information

Certificate:	Private	Age:	25,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 15, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft), 10 hour aircraft)	rs (Total, this make and model), 1 hou	rs (Last 24 hours, all

Aircraft and Owner/Operator Information

Aircraft Make:	Esqual	Registration:	N151GH
Model/Series:	VM1	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	51
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	505.1 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	912UL
Registered Owner:	Nathan Whiting	Rated Power:	114 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:	KOSH,808 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:46 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipita	tion	
Departure Point:	Oshkosh, WI	Type of Flight Plan Filed:	None
Destination:	Oshkosh, WI	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Wittman Regional Airport OSH	Runway Surface Type:	Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	6179 ft / 150 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.984371,-88.557042(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Thomas Hakes; FAA FSDO GL13 Milwaukee; Milwaukee, WI
Original Publish Date:	October 24, 2024
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=195020

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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 <u>here</u>.