



# Aviation Investigation Final Report

<b>Location:</b>	PLEASANTON, Texas	<b>Accident Number:</b>	FTW99LA166
<b>Date &amp; Time:</b>	June 11, 1999, 09:45 Local	<b>Registration:</b>	N2806W
<b>Aircraft:</b>	Taylorcraft F21	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airline transport rated pilot lost control of the airplane during takeoff climb. According to the pilot, while climbing 50-60 feet above the ground, the nose of the airplane yawed left and simultaneously pitched nose up. The airplane was pushed to the right and entered an uncontrolled descent. The pilot attempted to arrest the descent and drift to the right, but was unsuccessful. The airplane impacted the ground with the left wing and left main landing gear. The pilot stated that an inspection of the airplane after the accident revealed no anomalies that would have prevented normal flight. According to the pilot, the wind was from the southeast at 5 knots. However, both he and the passenger stated that they thought that they had inadvertently flown into a 'dust devil.' The pilot added that the airspeed indicated 75 knots prior to and during the incident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent flight into adverse weather, which resulted in a loss of aircraft control. A factor was the whirl wind weather condition.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - DUST DEVIL/WHIRLWIND
2. (C) FLIGHT INTO ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On June 11, 1999, approximately 0945 central daylight time, a Taylorcraft F21 experimental airplane, N2806W, was substantially damaged when it impacted terrain during initial takeoff climb from the Pleasanton Airport near Pleasanton, Texas. The airline transport rated pilot and his passenger were not injured. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight destined for Gainesville, Texas. The flight was originating at the time of the accident.

According to the enclosed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the flight departed from runway 16. At 50-60 feet above the ground, the "aircraft was yawed to the left, pitched nose up and pushed to the right." The pilot added that he attempted to correct for the abnormal flight attitude with the flight controls; however, the airplane continued to descend to the right. The left wing and left main landing gear impacted the ground followed by the right main landing gear and propeller. The airplane came to rest upright approximately 400 feet north of the departure end of the runway. According to the pilot, the airspeed indicated 75 knots prior to, and throughout, the incident.

The pilot stated that the winds at the time of the accident were from the southeast at 5 knots. According to a written statement provided by the passenger, a "rotational weather phenomenon" was thought to be involved. During a telephone interview conducted by the NTSB investigator-in-charge, the pilot stated that he also thought he might have flown into a "dust devil," but commented that he did not see anything that would have indicated that he was flying into one.

According to the pilot, the left wing strut was damaged and the main landing gear carry through structure sustained structural damage. Additional damage was sustained by the propeller. The pilot examined the airplane flight controls and structure and found no anomalies.

The pilot had accumulated a total of 17,655.3 flight hours, of which 125 hours were in the same make and model as the accident airplane.

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 24, 1998
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	17655 hours (Total, all aircraft), 125 hours (Total, this make and model), 15949 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Taylorcraft	<b>Registration:</b>	N2806W
<b>Model/Series:</b>	F21 F21	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	F-1504
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 23, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	628 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	JOHN W. EPPERSON	<b>Rated Power:</b>	118 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 2500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PLEASANTON , TX (PEZ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	GAINESVILLE , TX (GLE )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PLEASANTON PEZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	429 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3201 ft / 50 ft	<b>VFR Approach/Landing:</b>	

## 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	28.959495,-98.489151(est)

## Administrative Information

**Investigator In Charge (IIC):** Lupino, Nicole

**Additional Participating Persons:** NONE;

**Original Publish Date:** December 4, 2000

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=46553>

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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](#).