Aviation Investigation Final Report

Location:	SANTA MONICA, California	**Accident Number:**	LAX99LA247
Date & Time:	July 11, 1999, 14:37 Local	**Registration:**	N137V
Aircraft:	Rose VELOCITY 173/FG-E	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was on a return flight back to the airport, and after obtaining the ATIS, he made a right traffic pattern for runway 21. ATIS reported winds at 240 degrees and 12 knots. The pilot said that during the landing sequence just as the landing gear were about to touchdown, there was a strong gust of wind from the right, which lifted the wing significantly. The airplane was lifted 6 feet in the air and suddenly dropped to the ground. The airplane bounced and began to porpoise down the runway. The pilot applied full throttle and initiated a go-around. The plane accelerated and started to climb, but slowly due to the partially deployed speed brake. The airplane passed over the taxiway guardrail and clipped two airplanes parked next to a hangar. The airplane came to rest after it crossed another taxiway and hit a steel hangar door.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the existing crosswind condition and his failure to maintain runway alignment.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings
4. OBJECT - AIRCRAFT PARKED/STANDING
5. OBJECT - HANGAR/AIRPORT BUILDING

Factual Information

On July 11, 1999, at 1437 hours Pacific daylight time, an experimental Velocity 173/FG-E, N137V, veered off the runway while landing at the Santa Monica, California, airport and collided with parked airplanes and a hangar. The airplane, owned and operated by the pilot, sustained substantial damage. The private pilot and the one passenger sustained minor injuries. The personal flight, operating under the provisions of 14 CFR Part 91, originated from Camarillo Airport, Camarillo, California. Visual meteorological conditions prevailed and no flight plan was filed. There were no mechanical discrepancies with the airplane.

In a written statement by the pilot, he stated that he departed Santa Monica en route to Camarillo Airport. After a brief stop, he departed for a return flight back to Santa Monica. There were no discrepancies en route to Santa Monica, and after obtaining the ATIS and a clearance from the air traffic control tower, he made a right traffic pattern for runway 21. ATIS reported winds at 240 degrees and 12 knots. The pilot stated this was a normal crosswind for this particular airport. During the landing sequence, just as the landing gear was about to touchdown, there was a strong gust of wind from the right, which lifted the wing significantly. The airplane was lifted 6 feet in the air and then suddenly dropped to the ground. The airplane bounced and began to porpoise down the runway. The pilot applied full throttle and initiated a go-around. The plane accelerated and started to climb, but slowly due to the partially deployed speed brake. The airplane passed over the taxiway guardrail and clipped two aircraft parked next to a hanger. The airplane came to rest after it crossed another taxiway and hit a steel hangar door.

The pilot also stated that he spoke to witnesses at the airport who saw the accident. They stated that during the time of the accident they glanced at the windsock, which danced in all directions. The pilot said that one witness stated the windsock made a complete 360-degree circle.

In a telephone interview with a Federal Aviation Administration inspector just after the accident, the pilot told the inspector that while landing on runway 21 he lost control, bounced a few times, veered off the runway, and hit two parked airplanes and a hangar. He stated that there were no mechanical discrepancies with the airplane.

Pilot Information

Certificate:	Private	**Age:**	52,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	December 2, 1998
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	312 hours (Total, all aircraft), 54 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rose	**Registration:**	N137V
Model/Series:	VELOCITY 173/FG-E VELOCITY	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	0394
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	September 15, 1998 Annual	**Certified Max Gross Wt.:**	2400 lbs
Time Since Last Inspection:	71 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	180 Hrs	**Engine Manufacturer:**	Velocity
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	173-FG-E
Registered Owner:	RAYMOND FLADE	**Rated Power:**	200 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	SMO ,175 ft msl	**Distance from Accident Site:**	
Observation Time:	11:23 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	12 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	250°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	26°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CAMARILLO , CA (CMA)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	VFR
Departure Time:	14:00 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	SANTA MONICA AIRPORT SMO	**Runway Surface Type:**	Asphalt
Airport Elevation:	175 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	21	**IFR Approach:**	None
Runway Length/Width:	4987 ft / 150 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 Minor	**Latitude, Longitude:**	34.009021,-118.489746(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	MIKE MARCHAND; LOS ANGELES , CA
Original Publish Date:	August 14, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46805