



Aviation Investigation Final Report

Location:	WHITE PINE, Montana	Accident Number:	SEA00LA165
Date & Time:	August 14, 2000, 10:30 Local	Registration:	UNREG
Aircraft:	LADD NIEUPOINT 11	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was initiating his first flight in the homebuilt Nieuport 11 aircraft and had reported unresolved directional control problems during previous taxi tests. He reported that during the takeoff from the 3,500-foot turf field, he had difficulty maintaining directional control due to the tailskid dragging. He was able to get the tail off the ground but then 'stalled' the airplane veering off to the right, impacting terrain and ultimately nosing over. He subsequently reported that there was no mechanical malfunction with the aircraft; and that an inexperienced pilot should not have been operating the aircraft on its first flight. Records maintained by the FAA showed the pilot obtaining a private pilot certificate with airplane single-engine land rating on July 21, 1964. His most current medical (third class) was issued May 4, 1966. The FAA showed no record of flight time at the pilot's most recent medical, and the pilot reported that his 'license was not kept current' and that he had misplaced his flight log book and did not know what his total flight experience was.

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 adequate airspeed during takeoff after becoming airborne. Contributing factors were his lack of overall recent flight experience and the stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
3. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On August 14, 2000, approximately 1030 mountain daylight time, an unregistered homebuilt Ladd Nieuport 11, being flown by a private pilot, was substantially damaged during an in-flight collision with terrain following a loss of control during the takeoff/initial climb from a non-airspaced private airstrip near White Pine, Montana. The pilot was seriously injured. Visual meteorological conditions prevailed and no flight plan had been filed. The flight, which was personal, was operated under 14CFR91.

According to an inspector from the Federal Aviation Administration (FAA), and the owner of the private airstrip, the pilot was conducting the aircraft's first test flight and had reported unresolved directional control problems during previous taxi tests. The aircraft was not equipped with any restraint system (seat belt or shoulder harness), and the airstrip owner had cautioned the pilot about this condition.

During takeoff to the south on the 3,500 foot grass field, the aircraft became airborne, veered off the west side of the field, impacted terrain and came to rest inverted.

The pilot subsequently reported, "It was extremely hard to keep [the] plane on [the] runway because of [the] tail skid digging into the earth. [An] attempt was made to get the tail off the ground. When the tail came up, the airplane began to climb to[o] fast. The tail dropped and the airplane stalled, looping to the right and hitting the ground nose first then flopping over on its back." (Refer to NTSB Forma 61201.1/2 attached)

The pilot/builder reported that there was no mechanical malfunction with the aircraft and also reported in the "Recommendation" section of his report that an "unexp[er]ienced pilot should not of been operating on [the] first flight."

Documentation from the kitplane distributor (an invoice) showed the design plans for the Nieuport 11 being ordered by the pilot/builder on March 26, 1999. Records maintained by the FAA showed the pilot obtaining a private pilot certificate with airplane single-engine land rating on July 21, 1964. His most current medical (third class) was issued May 4, 1966. The FAA showed no record of flight time at the pilot's most recent medical, and the pilot reported that his "license was not kept current" and that he had misplaced his flight log book and did not know what his total flight experience was.

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 Expired	Last FAA Medical Exam:	May 4, 1966
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	LADD	Registration:	UNREG
Model/Series:	NIEUPORT 11 NIEUPORT 1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	1163
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	550 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	503
Registered Owner:	LADD, JAMES L.	Rated Power:	48 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:	COE ,2318 ft msl	Distance from Accident Site:	49 Nautical Miles
Observation Time:	10:35 Local	Direction from Accident Site:	283°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	47.760311,-115.629653(est)

Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	KEN CONRAD; HELENA , MT
Original Publish Date:	May 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50051

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).