



Aviation Investigation Final Report

Location:	VALLEY CITY, Ohio	Accident Number:	NYC00LA241
Date & Time:	August 26, 2000, 11:10 Local	Registration:	N8470X
Aircraft:	Freund W10	WITTMAN	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was departing from Runway 18, a 2,700 foot long, 50 foot wide, turf runway. According to the pilot, during the takeoff roll, the airplane began 'swerving' due to wind gusts from the southeast. He attempted to 'straighten' the airplane; however, the right wing contacted the ground and separated. Examination of the airplane did not reveal any pre-impact malfunctions of the airframe or engine, nor did the pilot report any. Winds reported at an airport 12 miles north-northeast of the accident site were from 210 degrees at 8 knots.

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 aircraft control during the takeoff. A factor in this accident was the crosswind condition.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On August 26, 2000, about 1110 Eastern Daylight Time, a homebuilt Wittman W10, N8470X, was substantially damaged during takeoff from the Valley City Flying Club Airport, Valley City, Ohio. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the personal flight conducted under 14 CFR Part 91.

The airplane was departing from Runway 18, a 2,700 foot long, 50 foot wide, turf runway.

According to the pilot, during the takeoff roll, the airplane began "swerving" due to wind gusts from the southeast. The pilot attempted to "straighten" the airplane; however, the right wing contacted the ground and separated.

Examination of the airplane by a Federal Aviation Administration inspector did not reveal any pre-impact malfunctions of the airframe or engine, nor did the pilot report any.

Winds reported at an airport 12 miles north-northeast of the accident site, at 1051, were from 210 degrees at 8 knots.

Pilot Information

Certificate:	Private	Age:	63, 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-w/ waivers/lim	Last FAA Medical Exam:	September 4, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 250 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Freund	Registration:	N8470X
Model/Series:	WITTMAN W10 WITTMAN W1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1178
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1225 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	FRIEDRICH W. FREUND	Rated Power:	160 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:	CLE ,791 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	10:51 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 13000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(780H)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:10 Local	Type of Airspace:	Class E

Airport Information

Airport:	VALLEY CITY FLYING CLUB 780H	Runway Surface Type:	Grass/turf
Airport Elevation:	850 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	2700 ft / 50 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.230155,-81.920455(est)

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	DAVID PESARCHICK; CLEVELAND , OH
Original Publish Date:	April 19, 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=50086

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](#).