



Aviation Investigation Final Report

Location:	INGLESIDE, Texas	Accident Number:	FTW01LA034
Date & Time:	December 9, 2000, 18:00 Local	Registration:	N64592
Aircraft:	Evans Aircraft VARIEZE	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Night visual meteorological conditions prevailed when the airplane entered an uncommanded left roll while in the traffic pattern turning from upwind to crosswind. The left wing struck the ground and the airplane came to rest in brushy terrain, approximately 100 yards east of the runway. The FAA inspector examined the aircraft and observed that paint was missing from the rear edge of the rudder control arm, and manual movement of the rudder against the centering spring resulted in the cable eye hooking itself behind the rudder control arm. The airplane had accumulated 26 hours of flight time since the last condition inspection.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of control during takeoff initial climb due to the binding rudder, which restricted the pilot's control of the aircraft.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLIGHT CONTROL, RUDDER - BINDING (MECHANICAL)
2. (C) AIRCRAFT CONTROL - RESTRICTED - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On December 9, 2000, at 1800 central standard time, an Evans Varieze homebuilt experimental airplane, N64592, was destroyed when it impacted terrain following a loss of control during the initial takeoff climb at the T. P. McCambell Airport, near Ingleside, Texas. The airplane was owned and operated by the pilot under 14 Code of Federal Regulations Part 91. The commercial pilot, sole occupant, received minor injuries. Night visual meteorological conditions prevailed for the personal flight, and a flight plan was not filed. The flight originated from the Corpus Christi International Airport, Corpus Christi, Texas, at an unknown time.

The pilot reported to local authorities and the FAA inspector who responded to the site, that while in the traffic pattern, during the turn from upwind to crosswind, full opposite rudder would not overcome an uncommanded roll to the left, which continued until the left wing struck the ground. The airplane came to rest in brushy terrain, approximately 100 yards east of runway 13.

The FAA inspector examined the aircraft and found extensive structural damage throughout the airplane. He established flight control continuity with all linkages, push/pull rods, and bellcranks. He observed that paint was missing from the rear edge of the rudder control arm, and manual movement of the rudder against the centering spring resulted in the cable eye hooking itself behind the rudder control arm.

The last condition inspection was performed on September 8, 2000, at a total airframe time of 2,173.6 hours. The pilot estimated that the airplane had accumulated 26 hours of flight time since the last condition inspection.

Numerous attempts to obtain a completed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) from the pilot were unsuccessful.

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 22, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	850 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Evans Aircraft	Registration:	N64592
Model/Series:	VARIEZE VARIEZE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	01
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	September 8, 2000 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	26 Hrs	Engines:	1 Unknown
Airframe Total Time:	2200 Hrs	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	DANIEL A. BUHR	Rated Power:	
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:	CRP ,43 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	17:58 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CORPUS CHRISTI , TX (CRP)	Type of Flight Plan Filed:	None
Destination:	(T43)	Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	T. P. MCCAMPBELL T43	Runway Surface Type:	Asphalt
Airport Elevation:	17 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	4996 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	27.869222,-97.199829(est)

Administrative Information

Investigator In Charge (IIC):	Roach, Joyce
Additional Participating Persons:	JAMES HAYES; SAN ANTONIO , TX
Original Publish Date:	July 10, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=51159

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](#).