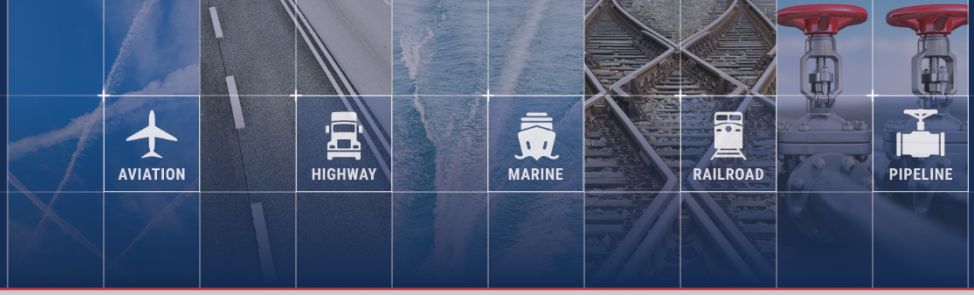

Aviation Investigation Final Report

Location:	Myrick, Oklahoma	**Accident Number:**	DFW05CA006
Date & Time:	October 16, 2004, 18:01 Local	**Registration:**	N92VA
Aircraft:	Gunnoe Velocity	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 312-hour pilot reported that during takeoff, due to a shift in wind direction, his airspeed was not accelerating sufficiently, so he elected to abort the takeoff. Subsequently, the pilot applied heavy brakes to slow the airplane to a stop. The pilot added that the last third of the runway was patchy, and the bolt of the left main landing gear was sheared, and the airplane veered off to the left. The pilot was not able to slow the airplane in time, and the airplane collided with a cedar tree and fence approximately 20 feet past the end of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper wind evaluation. Contributing factors were the tailwind and the short runway.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Findings
1. (F) TERRAIN CONDITION - SHORT RUNWAY/LANDING AREA
2. (C) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: TAKEOFF - ABORTED

Findings
4. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - SHEARED

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ABORTED

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings
5. OBJECT - FENCE

Factual Information

On October 16, 2004, approximately 1801 central daylight time, a Gunnoe Velocity single-engine experimental airplane, N92VA, registered to and operated by the pilot, was substantially damaged when it collided with a fence following a runway overrun on an aborted takeoff from the Myrick Airport (33OK), a private airstrip near Myrick, Oklahoma. The private pilot and his three passengers were not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight was originating from 33OK at the time of the accident.

In a telephone interview with an NTSB representative, the 312-hour private pilot reported that he took off from Runway 36 with three passengers aboard. The pilot stated that during the takeoff, approximately mid-runway, "the surface wind shifted from a direction of approximately 360 degrees to 180 degrees." Approximately two-thirds down the 2,600-feet long by 60-feet wide grass runway, the pilot noticed that the "airspeed indicator decreased 3-4 miles per hour," and he elected to abort the takeoff. Subsequently, the pilot closed the throttle and applied heavy braking to bring the airplane to a stop. The pilot added that while decelerating, approximately 300-400 feet from the end of the runway, the left wing lowered, and the airplane began to veer hard to the left.

The pilot then applied hard right brake and the airplane continued to pull approximately 10 degrees to the left. The pilot continued to apply pressure to the right brake and flipped the master switch and magnetos to the "off" position. The pilot was not able to slow the airplane in time, and the left wing collided with a cedar tree and a fence. The airplane came to a stop approximately 20 feet past the end of the runway. The pilot cut-off the fuel before he opened the door and evacuated with his passengers.

The Federal Aviation Administration (FAA) inspector that responded to the site of the accident reported that there was substantial damage to the mid-section of the left wing. The nose wheel was collapsed, and the bolt that holds the left main landing gear strut was sheared. Additionally, there was damage to the winglet/rudder of the left wing.

In a written statement submitted to the NTSB, the pilot reported that "there was a front moving through on the day of the accident, and the wind shifted when the aircraft was on the runway." He also added that "the left main gear bolt broke" prior to the left wing lowering during the aborted takeoff.

At 1753, the automated weather observing system at the Guthrie Municipal Airport (GOK), near Guthrie, Oklahoma, approximately 6 nautical miles north from the site of the accident, reported wind from 120 degrees at 7 knots, 10 statute miles visibility, sky clear, temperature 63 degrees Fahrenheit, dew point 37 degrees Fahrenheit, and a barometric pressure setting of 29.99

inches of Mercury.

Pilot Information

Certificate:	Private	**Age:**	55,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:**	June 1, 2004
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	July 7, 2004
Flight Time:	312 hours (Total, all aircraft), 94 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gunnoe	**Registration:**	N92VA
Model/Series:	Velocity	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	001
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	September 4, 2004 Annual	**Certified Max Gross Wt.:**	2250 lbs
Time Since Last Inspection:	6.5 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	412.6 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-360-C1C6
Registered Owner:	Joe P. Boudreau	**Rated Power:**	200 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KGOK,1195 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	17:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots / 0 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.98 inches Hg	**Temperature/Dew Point:**	17°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Myrick, OK (330K)	**Type of Flight Plan Filed:**	None
Destination:	Gordonville, TX (3TO)	**Type of Clearance:**	Unknown
Departure Time:		**Type of Airspace:**	Class E

Airport Information

Airport:	Myrick Arport 330K	**Runway Surface Type:**	Grass/turf
Airport Elevation:	1195 ft msl	**Runway Surface Condition:**	Dry;Rough
Runway Used:	36	**IFR Approach:**	None
Runway Length/Width:	2625 ft / 60 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	3 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	4 None	**Latitude, Longitude:**	35.75,-97.400276

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Chip Wood; Oklahoma City, Oklahoma FSDO; Oklahoma City, OK
Original Publish Date:	January 24, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=60355