



# **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:** 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

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

Findings

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

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Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ABORTED

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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

5. OBJECT - FENCE

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#### **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 (330K), 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 330K 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

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## 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 Medicalw/ 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

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## 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:	
<b>Lowest Cloud Condition:</b>	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	<b>Runway Surface Condition:</b>	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

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#### **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:	<u>Class</u>
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

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.

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