



Aviation Investigation Final Report

Location:	Wiersdale, Florida	Accident Number:	MIA06CA027
Date & Time:	December 11, 2005, 11:00 Local	Registration:	N99009
Aircraft:	Ercoupe (Eng & Research Corp.) 415C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he did not use all the available runway, and he attempted the takeoff uphill, on a soggy turf runway, which previously had received about 24 hours of rain. He further stated that the acceleration was restricted due to the runway conditions, and as he progressively thought he would become airborne, the airplane would transit through a soft spot on the runway, and decelerate. He said he should have aborted the takeoff sooner, but he did not, and when he finally applied the brakes and attempted to stop the airplane, he probably hit a drainage ditch, became airborne for a short time prior to hitting the ground, and then proceeded down a bank and nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper planning and failure to abort the takeoff in sufficient time which resulted in the airplane overrunning the runway and nosing over.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ROLL/RUN

- Findings
1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ABORTED

Factual Information

On December 11, 2005, about 1100 eastern standard time, an Engineering and research Ercoupe 415-C, N99009, registered to and operated by a private individual as a Title 14 CFR Part 91 personal flight crashed while attempting to take off from Love Landing, Wiersdale, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated flight instructor and one passenger received no injuries, and the airplane incurred substantial damage. The flight was originating at the time of the accident.

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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	73, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	January 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 2005
Flight Time:	12200 hours (Total, all aircraft), 60 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N99009
Model/Series:	415C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1632
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 1, 2005 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1500 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C90
Registered Owner:	Mudgett Aircraft Sales	Rated Power:	90 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:	OCF	Distance from Accident Site:	
Observation Time:	11:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 2000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	13°C / 10°C
Precipitation and Obscuration:			
Departure Point:	Wiersdale, FL (97FL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Love Landing NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Soft;Wet
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	2400 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.033332,-81.033332

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Larry Enlow; Orlando, Florida
Original Publish Date:	March 28, 2006
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.nts.gov/Docket?ProjectID=62950

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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](#).