Aviation Investigation Final Report

Location:	Lakeland, Florida	**Accident Number:**	MIA07CA078
Date & Time:	April 18, 2007, 10:20 Local	**Registration:**	N555X
Aircraft:	Robert J. Goodyear Hummel Bird	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that while turning final to land on runway 27, he was at an altitude of 300 ft. AGL, an airspeed of 65 MPH, and he was closing in on the aircraft that was ahead of him. At this point he said he reduced his airspeed to just below 60 MPH, and when he slowed down he noticed that the aircraft ahead of him started to increase altitude. He was still closing on that aircraft and decided to go around on the inside. He made a hard bank to the left, and was at an altitude of 195 feet AGL, when his aircraft stalled. He said he made corrections in an attempt to recover, and his aircraft abruptly turned right, causing his head to strike the canopy, and he lost consciousness. The pilot said that prior to the accident there were no mechanical failures or malfunctions to his aircraft or any of its systems.

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 airspeed during a go-around.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings
1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

3. MISCELLANEOUS
4. INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
5. TERRAIN CONDITION - GROUND

Factual Information

The pilot stated that he had completed several laps around the ultralight traffic pattern at Lakeland Linder Airport, when he decided to land. He entered left traffic, and while on left downwind for a landing on the ultralight runway 27, at and altitude of 400 feet AGL, he noticed another aircraft about 1,500 feet ahead of him and at a slightly lower altitude. He further stated that while turning to left base, he noticed that his airspeed was 70 mph, his altitude was 400 feet, and the airplane in front of him had slowed down considerably. When turning final, he was at an altitude of 300 ft. AGL, his airspeed was 65 MPH, and he was closing on the aircraft that was ahead him. At this point the pilot said he reduced his airspeed to just below 60 MPH. When he slowed down he noticed that the aircraft ahead of him started to increase altitude, and he was still closing on that aircraft, so the pilot said he decided to go around on the inside. He made a pretty hard bank to the left, felt the left crosswind get under his wing. His airspeed was just below 55 MPH, and he was at an altitude of 195 feet AGL, when his aircraft stalled. The pilot that as he made corrections in an attempt to recover, his aircraft abruptly turned right, causing his head to strike the canopy, and he lost consciousness. According to the pilot, that was the last thing he remembered until he awakened in the hospital the next day. The pilot said that prior to the accident there were no mechanical failures or malfunctions to his aircraft or any of its systems.

Pilot Information

Certificate:	Private	**Age:**	57,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Single
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	**Last FAA Medical Exam:**	July 1, 2006
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	March 1, 2006
Flight Time:	269 hours (Total, all aircraft), 129 hours (Total, this make and model), 234 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Robert J. Goodyear	**Registration:**	N555X
Model/Series:	Hummel Bird	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	HB-3460
Landing Gear Type:	Tricycle	**Seats:**	1
Date/Type of Last Inspection:	February 1, 2007 Annual	**Certified Max Gross Wt.:**	560 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	125 Hrs at time of accident	**Engine Manufacturer:**	Volkswagen
ELT:	Not installed	**Engine Model/Series:**	Ae567997
Registered Owner:	Robert J. Goodyear	**Rated Power:**	37 Horsepower
Operator:	Robert J. Goodyear	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	LAL	**Distance from Accident Site:**	
Observation Time:	10:50 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 7000 ft AGL	**Visibility**	15 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	250°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.79 inches Hg	**Temperature/Dew Point:**	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeland, FL (LAL)	**Type of Flight Plan Filed:**	None
Destination:	(LAL)	**Type of Clearance:**	None
Departure Time:	10:00 Local	**Type of Airspace:**	

Airport Information

Airport:	Lakeland Linder Regional LAL	**Runway Surface Type:**	
Airport Elevation:	142 ft msl	**Runway Surface Condition:**	
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Robert Jex; FAA FSDO; Orlando, FL
Original Publish Date:	October 31, 2007
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=65695

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.