



Aviation Investigation Final Report

Location:	Spartanburg, South Carolina	Accident Number:	SEA07CA136
Date & Time:	May 26, 2007, 19:45 Local	Registration:	N613KF
Aircraft:	Lidgard 4-1200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that during takeoff, approximately 500 feet down the runway surface, the tailwheel-equipped airplane veered right. Although the pilot attempted to stop the airplane, it continued 250 feet until impacting a fence. The pilot stated that the majority of his time was in tricycle gear airplanes and he had about 3 hours in the accident airplane. He said that there were no mechanical malfunctions with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot lost directional control of the airplane during takeoff. A contributing factor was the pilot's lack of experience in the accident airplane make/model.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. OBJECT - FENCE

Factual Information

The pilot stated that during takeoff, approximately 500 feet down the runway surface, the tailwheel-equipped airplane veered right. Although the pilot attempted to stop the airplane, it continued 250 feet until impacting a fence. The pilot stated that the majority of his time was in tricycle gear airplanes and he had about 3 hours in the accident airplane. He said that there were no mechanical malfunctions with the airplane.

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	June 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	340 hours (Total, all aircraft), 3 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lidgard	Registration:	N613KF
Model/Series:	4-1200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1764
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Subaru
ELT:		Engine Model/Series:	EA-81
Registered Owner:	On File	Rated Power:	
Operator:	On File	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GSP,964 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	38°C / 26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPA Downtown Me, SC (SPA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Spartanburg Downtown Memorial SPA	Runway Surface Type:	Asphalt
Airport Elevation:	801 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5202 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	34.915554,-81.95639

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Lewis Blackwell; Federal Aviation Administration; Columbia, SC
Original Publish Date:	July 25, 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.nts.gov/Docket?ProjectID=65864

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](#).