



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Farmington, Delaware	Accident Number:	NYC08LA024
Date & Time:	November 4, 2007, 10:11 Local	Registration:	N27S
Aircraft:	Blondin 601HDS	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Witnesses described the engine sound during the takeoff roll and initial climb as "normal," "strong," and continuous with no interruption. The takeoff roll was "much longer than usual" and the airplane used about two thirds of the 3,588 feet of paved runway before it began a very shallow climb. The airplane drifted right of the runway centerline and flew around the east side of a grove of trees off the departure end. The airplane then banked to its left "in an apparent attempt to return to the airport," turned to the west, disappeared from view behind the trees, and then reappeared above the trees in a steep left bank. According to one witness, "[The airplane] popped up in a very steep left bank (both wings were vertical like a knife edge)." The airplane then disappeared from view, the sounds of impact were heard, and a large smoke plume appeared. No usable information could be gathered from the cockpit, nor could control continuity be established due to extensive fire damage. Examination of aerial photographs revealed that the airport and the grove of trees were surrounded by flat, open, cultivated fields suitable for forced landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The reason for this occurrence could not be determined.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On November 4, 2007, at 1011 eastern standard time, an amateur-built Blondin 601HDS, N27S, was destroyed when it collided with terrain after takeoff from runway 34 at Chorman Airport (D74), Farmington, Delaware. The certificated private pilot/owner and the passenger were fatally injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under the provisions of 14 Code of Federal Regulations (CFR) Part 91.

In written statements, several witnesses described the accident flight, and their statements were consistent throughout. They stated that the engine sound during the takeoff roll and initial climb was "normal," "strong," and continuous with no interruption. The takeoff roll was "much longer than usual" and the airplane used about two thirds of the 3,588 feet of paved runway.

The witnesses described a very shallow climb after the airplane lifted from runway 34. The airplane drifted right of the runway centerline, and flew around the east side of a grove of trees off the departure end. The airplane then banked to its left "in an apparent attempt to return to the airport," turned to the west, then disappeared from view behind the trees.

The airplane then reappeared above the trees in a steep left bank. According to one witness, "[The airplane] popped up in a very steep left bank (both wings were vertical like a knife edge)." The airplane then disappeared from view, the sounds of impact were heard, and a large smoke plume appeared.

The airplane was examined at the scene by Federal Aviation Administration (FAA) aviation safety inspectors, and all major components were accounted for at the scene. The airplane was consumed by a postcrash fire. Therefore, control continuity could not be established; and neither could any information be gathered from the cockpit.

Examination of the propeller revealed one propeller blade separated from the hub, and the other delaminated during impact.

According to FAA records, the pilot held a private pilot certificate with a rating for airplane single engine land. He was issued a third-class medical certificate in March 2007, and he reported 250 hours of flight experience at that time.

The airplane was manufactured by the pilot/owner, was issued an airworthiness certificate in February 2007, and had accrued approximately 100 total aircraft hours since that date. The estimate was based on reports from witnesses who were familiar with the airplane and the pilot/owner. A member of the pilot's family reported to the FAA that he would conduct a search

of the pilot's home for airplane and pilot records, but no records were ever produced.

Examination of satellite images revealed that the airport and the grove of trees were surrounded by flat, open, cultivated fields.

At 0954, the weather reported at Georgetown Airport (GED), Georgetown, Delaware, about 10 miles southeast, included clear skies with 10 miles visibility. The winds were from 310 degrees at 9 knots. The temperature was 13 degrees Celsius, and the dew point was 4 degrees Celsius.

According to FAA Advisory Circular AC-20-27D, Certification and Operation of Amateur-Built Aircraft, "...FAA inspections of amateur-built aircraft have been limited to ensuring the use of acceptable workmanship methods, techniques, practices, and issuing operating limitations necessary to protect persons and property not involved in this activity."

Pilot Information

Certificate:	Private	Age:	46, 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:	Yes
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 31, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	250 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Blondin	Registration:	N27S
Model/Series:	601HDS	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	63638
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 28, 2007 Condition	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	100 Hrs at time of accident	Engine Manufacturer:	Chevrolet
ELT:	Installed, not activated	Engine Model/Series:	
Registered Owner:	Raymond Blondin	Rated Power:	
Operator:	Raymond Blondin	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GED, 50 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	09:54 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	13°C / 4°C
Precipitation and Obscuration:			
Departure Point:	Farmington, DE (D74)	Type of Flight Plan Filed:	None
Destination:	Crisfield, MD (W41)	Type of Clearance:	None
Departure Time:	10:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Chorman Airport D74	Runway Surface Type:	Asphalt
Airport Elevation:	66 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3588 ft / 37 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	38.843055,-75.60778

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	William Standing; FAA/FSDO; Philadelphia, PA
Original Publish Date:	January 14, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=67007

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](#).