



Aviation Investigation Final Report

Location:	Millbrook, New York	Accident Number:	NYC08LA289
Date & Time:	August 24, 2008, 11:45 Local	Registration:	N281P
Aircraft:	Europro CZ Eurofox	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported 65 hours of experience in the special light sport airplane that he purchased new a few months prior to the accident. He applied power for takeoff and the airplane veered to the left. He attempted to maintain runway alignment with rudder and aileron inputs, but the airplane continued to veer left as it accelerated. The airplane crossed the parallel taxiway, struck a berm, became airborne, and collided with a hangar. The pilot stated that the engine continued to run after the airplane came to rest, and that he stopped the engine by "shutting off the master and the fuel." During a telephone interview with a Federal Aviation Administration (FAA) inspector, the pilot stated that he "panicked a little," and never reduced engine power during the takeoff roll or the accident sequence. The inspector stated that his examination of the airplane revealed operational cockpit controls, the throttle control in the full forward position, flight control continuity throughout, and no preimpact mechanical anomalies.

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 directional control during takeoff.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
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HISTORY OF FLIGHT

On August 24, 2008, at 1145 eastern daylight time, a Europro CZ Eurofox, N281P, registered as a special light sport airplane, was substantially damaged when it collided with a hangar during takeoff from runway 17, at Sky Acres Airport (44N), Millbrook, New York. The certificated private pilot/owner and passenger received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed, for the local personal flight conducted under the provisions of 14 Code of Federal Regulations (CFR) Part 91.

In a written statement, the pilot reported that he was taking his daughter for an airplane ride. He explained the airplane and its instruments to his daughter, and adjusted her seatbelt and shoulder harness prior to engine start. The pilot then taxied the airplane for takeoff from runway 17.

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The pilot reported that he and his daughter egressed the airplane with some difficulty because the co-pilot door was stuck, and that they were later treated for minor injuries at a local hospital.

During a telephone interview with a Federal Aviation Administration (FAA) inspector, the pilot stated that he "panicked a little," and never reduced engine power during the takeoff roll or the accident sequence. The inspector stated that his examination of the airplane revealed operational cockpit controls, the throttle control in the full forward position, flight control continuity throughout, and no preimpact mechanical anomalies.

PERSONNEL INFORMATION

The pilot held a private pilot certificate with a rating for airplane single engine land. His most recent FAA third-class medical certificate was issued on May 17, 2002. The pilot reported approximately 600 total hours of flight experience, 65 of which were in make and model. He reported about 35 hours of flight experience in the 90 days prior to the accident.

AIRCRAFT INFORMATION

The Europro CZ Eurofox is a two-seat, high wing, tricycle gear airplane powered by a Rotax 912 ULS engine. According to the manufacturer's web site, the cruise speed was 110 miles per hour (mph), the stall speed was 40 mph with flaps deployed, and the maximum allowable gross weight was 1,235 pounds. According to FAA records, the airplane's airworthiness certificate was issued January 23, 2008. The pilot reported he purchased the airplane new, and that the airplane had accrued 65 total aircraft hours.

METEOROLOGICAL INFORMATION

At 1153, the weather recorded at Dutchess County Airport (POU), Poughkeepsie, New York, 8 nautical miles southwest of the accident site, included few clouds at 2,200 feet, and an overcast layer at 2,900 feet, with 10 miles visibility. The wind was from 220 degrees at 5 knots, the temperature was 23 degrees Celsius (C), and the dew point was 19 degrees C. The altimeter setting was 30.05 inches of mercury. The density altitude was 1,900 feet.

AERODROME INFORMATION

Sky Acres Airport was comprised of a single asphalt runway, 3,830 feet long, 60 feet wide, and oriented in a 17/35 configuration. The airport elevation was 698 feet.

ADDITIONAL INFORMATION

According to FAA Advisory Circular AC-61-23C, Pilot's Handbook of Aeronautical Knowledge:

"The effect of torque increases in direct proportion to engine power, airspeed, and airplane attitude. If the power setting is high, the airspeed slow, and the angle of attack high, the effect of torque is greater. During takeoffs and climbs, when the effect of torque is most pronounced, the pilot must apply sufficient right rudder pressure to counteract the left-turning tendency and maintain a straight takeoff path."

Pilot Information

Certificate:	Private	Age:	66, 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:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft), 63 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Europro CZ	Registration:	N281P
Model/Series:	Eurofox	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	24107
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 8, 2008 Condition	Certified Max Gross Wt.:	1235 lbs
Time Since Last Inspection:	65 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	65 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	912 ULS
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Not reported
Observation Facility, Elevation:	POU,698 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Few / 2200 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 2900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	23°C / 19°C
Precipitation and Obscuration:			
Departure Point:	Millbrook, NY (44N)	Type of Flight Plan Filed:	None
Destination:	(44N)	Type of Clearance:	Unknown
Departure Time:	11:45 Local	Type of Airspace:	

Airport Information

Airport:	Sky Acres Airport 44N	Runway Surface Type:	Asphalt
Airport Elevation:	698 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3830 ft / 60 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:	41.704444,-73.736114

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Jeffrey Shapiro; FAA FSDO; Teterboro, NJ
Original Publish Date:	September 30, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68787

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](#).