



Aviation Investigation Final Report

Location:	Winnsboro, Louisiana	Accident Number:	CEN09LA039
Date & Time:	October 26, 2008, 19:00 Local	Registration:	N8637L
Aircraft:	CHAMBERLIN VICTOR WAYNE MINIMAX	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Following a local pleasure flight the pilot returned to the airport in preparation for a night landing. While approaching the airport he observed another airplane maneuvering around the airport but was unsure of the other pilot's intentions. Following a pattern entry on the downwind leg and a short base leg the pilot turned onto final approach. Moments later the pilot observed the other airplane also on final approach. While maneuvering in an attempt to avoid the other airplane, the accident airplane impacted static wires and subsequently the ground. The airplane came to rest in an inverted position and the pilot was able to exit unassisted. The pilot reported that there were no mechanical malfunctions or failures of the airplane's flight controls. In addition, he reported that he had not been using an aircraft radio at the time of the accident. The Safety Board's Investigator-In-Charge repeatedly attempted to contact the pilot of the other airplane to no avail.

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 clearance from static wires while maneuvering to avoid another airplane.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Wire - Awareness of condition

Factual Information

History of Flight

Approach-VFR pattern final	Air traffic event
Approach-VFR go-around	Controlled flight into terr/obj (CFIT) (Defining event)

On October 26, 2008, approximately 1900 central daylight time (CDT), a Chamberlin Victor Wayne Minimax, experimental light sport airplane, N8637L, was substantially damaged during impact with static wires while maneuvering for landing at the Winnsboro Municipal Airport (F89), Winnsboro, Louisiana. The private pilot, the sole occupant, received minor injuries. The airplane was registered to, and operated by the pilot. Night visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight.

According to the pilot, following a local pleasure flight he returned to the airport in preparation for a night landing. While approaching the airport he observed another airplane maneuvering around the airport, but was unsure of the other pilot's intentions. Following a pattern entry on the downwind leg and a short base leg the pilot turned onto final approach. Moments later the pilot observed the other airplane also on final approach approximately 150 feet to his right and 50 feet above him. While maneuvering in an attempt to avoid the other airplane, the accident airplane impacted static wires and subsequently the ground. The airplane came to rest in an inverted position and the pilot was able to exit unassisted.

The pilot reported that there were no mechanical malfunctions or failures of the airplane's flight controls, and that he had not been using an aircraft radio at the time of the accident. The pilot further reported that his last bi-annual flight review and the airplane's last condition inspection were performed in the year 2000. The Investigator-In-Charge (IIC) repeatedly attempted to contact the pilot of the other airplane to no avail.

Pilot Information

Certificate:	Private	Age:	50, 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:	Sport pilot None	Last FAA Medical Exam:	December 8, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 31, 2000
Flight Time:	1500 hours (Total, all aircraft), 40 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMBERLIN VICTOR WAYNE	Registration:	N8637L
Model/Series:	MINIMAX	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 1, 2000 Annual	Certified Max Gross Wt.:	560 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	150 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	503
Registered Owner:	On file	Rated Power:	45 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KMLU,79 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	318°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	13°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Winnsboro, LA (F89)	Type of Flight Plan Filed:	None
Destination:	Winnsboro, LA (F89)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	

Airport Information

Airport:	Winnsboro Municipal Airport f86	Runway Surface Type:	Asphalt
Airport Elevation:	76 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	32.13861,-91.692222(est)

Administrative Information

Investigator In Charge (IIC):	Latson, Thomas
Additional Participating Persons:	Anthony F Michelli; FAA Baton Rouge FSDO; Baton Rouge, LA
Original Publish Date:	April 22, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=69364

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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](#).