



Aviation Investigation Final Report

Location:	Lake Wales, Florida	Accident Number:	ERA09CA262
Date & Time:	April 24, 2009, 13:05 Local	Registration:	N122LS
Aircraft:	Tecnam P2002 Sierra	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed on Runway 18 in a special light sport airplane with his grandson onboard. The turf runway was 2,313 feet long by 50 feet wide, and sloped down toward the middle, with sandy, soft soil. The recorded wind at an airport located 9 miles west of the accident airport, about the time of the accident, was from 150 degrees at 4 knots. The airplane weighed about 1,250 pounds at the time of departure, less than the maximum gross weight of 1,320 pounds. A witness stated that the pilot attempted to rotate and climb, but did not lower the airplane's pitch attitude to gain airspeed in ground effect. The airplane contacted the ground once, about 1,600 feet, and again about 2,500 feet from the point of initial takeoff. According to the witness, the pilot continued his takeoff roll and wallowed in ground effect. The right wing of the airplane impacted a tree approximately 15 feet above ground level and the airplane came to rest inverted. A postcrash fire subsequently consumed the airplane. The pilot also reported that the engine was operating properly and that there were no preimpact mechanical failures or malfunctions. When asked how this accident could have been prevented, the pilot stated that he should have aborted the takeoff when he initially touched down on the soft soil.

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 aircraft control and failure to maintain clearance from trees during initial climb.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Climb rate - Not attained/maintained
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Initial climb	Loss of control in flight
Initial climb	Collision during takeoff/land (Defining event)
Post-impact	Fire/smoke (post-impact)

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 28, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 9, 2009
Flight Time:	3636 hours (Total, all aircraft), 69 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Tecnam	Registration:	N122LS
Model/Series:	P2002 Sierra 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	07-06-06
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 6, 2009 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	69 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	PLG Aviation Inc	Rated Power:	100 Horsepower
Operator:	PLG Aviation Inc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BOW,125 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	28°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake Wales, FL (X25)	Type of Flight Plan Filed:	None
Destination:	Sarasota, FL (SRQ)	Type of Clearance:	None
Departure Time:	13:05 Local	Type of Airspace:	

Airport Information

Airport:	Chalet Suzanne X25	Runway Surface Type:	Grass/turf
Airport Elevation:	130 ft msl	Runway Surface Condition:	Dry;Soft;Vegetation
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2313 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	27.952777,-81.601112(est)

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Clifford Baggett; FAA/FSDO; Orlando, FL
Original Publish Date:	August 13, 2009
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=73722

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