



Aviation Investigation Final Report

Location:	Griffith, Indiana	Accident Number:	CEN09LA276
Date & Time:	May 2, 2009, 07:40 Local	Registration:	N20GH
Aircraft:	HAWKINS AUGUST E AVENTURA II	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airspeed indicator failed during takeoff. He elected to continue the takeoff because there was insufficient distance to stop on the remaining runway. The pilot intended to remain in the traffic pattern and return for landing. However, as the pilot turned to left crosswind the airplane became difficult to control, pitched down and impacted the ground. A post accident examination revealed that the tubing from the pitot tube was disconnected from a mating length of tubing located at the left wing root. The left wing root structure was intact and impact damage did not appear to have contributed to the pitot static system discontinuity. No other anomalies associated with a pre-impact failure were observed.

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 control of the airplane due to an inadvertent stall. Contributing to the accident was the failure of the airspeed indicator due to separation of the pitot-static line at the left wing root.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed/mach indicating - Failure
Aircraft	Pitot/static system - Damaged/degraded

Factual Information

History of Flight

Takeoff	Flight instrument malf/fail
Takeoff	Aerodynamic stall/spin (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

On May 2, 2009, about 0740 central daylight time, an amateur-built Hawkins Aventura II airplane, N20GH, was substantially damaged during an in-flight collision with terrain after takeoff from runway 26 (4,900 feet by 75 feet, asphalt) at Griffith-Merrillville Airport (05C), Griffith, Indiana. The flight was being conducted under 14 Code of Federal Regulations Part 91 without a flight plan. Visual meteorological conditions prevailed. The pilot sustained serious injuries. The local flight departed immediately prior to the accident.

The pilot stated that the airspeed indicator failed during takeoff. He elected to continue the takeoff because there was insufficient distance to stop on the remaining runway. The pilot intended to remain in the traffic pattern and return for landing. However, as he turned to left crosswind the airplane became difficult to control, pitched down and impacted the ground. The pilot noted that he was briefly knocked unconscious. When he regained consciousness, the engine was still running and he shut it off. The airplane came to rest in a swampy area about 600 feet south of the runway.

The amateur-built aircraft sustained damage to the left wing and left side of the nose. A post accident examination revealed a discontinuity in the pitot-static system. Specifically, tubing from the pitot tube was disconnected from a mating length of tubing located at the left wing root. The left wing remained attached to the fuselage at the wing root and the wing root structure was intact. Flight control continuity was confirmed. No other anomalies associated with a pre-impact failure were observed.

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
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 2 With waivers/limitations	Last FAA Medical Exam:	November 6, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1790 hours (Total, all aircraft), 140 hours (Total, this make and model), 1732 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HAWKINS AUGUST E	Registration:	N20GH
Model/Series:	AVENTURA II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	AA2A0123
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 26, 2009 Condition	Certified Max Gross Wt.:	1430 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	140 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed	Engine Model/Series:	912ULS
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:	Day
Observation Facility, Elevation:	GYG,591 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	07:40 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	11°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Griffith, IN (05C)	Type of Flight Plan Filed:	None
Destination:	Griffith, IN (05C)	Type of Clearance:	None
Departure Time:	07:38 Local	Type of Airspace:	

Airport Information

Airport:	Griffith-Merrillville 05C	Runway Surface Type:	Asphalt
Airport Elevation:	634 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4900 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	41.519721,-87.399444(est)

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Samuel Heiter; FAA-South Bend FSDO; South Bend, IN
Original Publish Date:	November 9, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=73777

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