



Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	ANC09CA061
Date & Time:	July 4, 2009, 17:00 Local	Registration:	N35240
Aircraft:	Airborne EDGE 582 T	Aircraft Damage:	Substantial
Defining Event:	Windshear or thunderstorm	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot reported that while taxiing his recently purchased, experimental light sport weight-shift control airplane on a residential driveway, he pushed the control bar forward, and a gust of wind lifted the airplane. He said that he was not intending to fly the airplane, but due to the gusty wind conditions, he elected to fly to the nearest airport instead of returning to the driveway. In his written report to the NTSB the pilot reported that he encountered windshear while on a southwesterly approach to Runway 24, which “slammed me into the ground.” The airplane sustained substantial damage. The pilot indicated that there were no preaccident mechanical problems with the airplane, and noted in his written report that the accident could have been avoided if he had not been taxiing the airplane in gusty wind conditions, with little previous flying experience. At the time of the accident a nearby aviation weather reporting station reported winds to be 260 degrees at 14 knots.

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 while on approach to land, resulting in an in-flight collision with terrain. Contributing to the accident was the pilot's lack of experience.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Total experience - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Approach	Windshear or thunderstorm (Defining event)
Approach	Loss of control in flight
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Student pilot Information

Certificate:	Student	Age:	57, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 19, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5 hours (Total, all aircraft), 5 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Airborne	Registration:	N35240
Model/Series:	EDGE 582 T	Aircraft Category:	Weight-shift
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	582-649
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 1, 2009 Annual	Certified Max Gross Wt.:	421 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	86 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	582-DCDI
Registered Owner:	Richard Ray Brown	Rated Power:	65 Horsepower
Operator:	Richard Ray Brown	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAFA,431 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	282°
Lowest Cloud Condition:	Scattered / 1000 ft AGL	Visibility	4 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	27°C / 9°C
Precipitation and Obscuration:	Light - None - Smoke		
Departure Point:	Fairbanks, AK	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK (MTF)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	

Airport Information

Airport:	Metro Field Airport MTF	Runway Surface Type:	Gravel
Airport Elevation:	432 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4600 ft / 80 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	64.803886,-147.762496(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Rick Rubes; Federal Aviation Administration (Airworthiness); Fairbanks, AK
Original Publish Date:	September 30, 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=74237

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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](#).