



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Cambridge, Ohio	Accident Number:	CEN11CA147
Date & Time:	January 5, 2011, 16:00 Local	Registration:	N456KL
Aircraft:	PEGASUS 503 SPORT	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was returning from a local solo flight when the aircraft impacted trees and terrain about 200 feet short of the runway. The weight-shift-control, delta wing configured, light sport aircraft sustained substantial damage to the fuselage structure. The pilot stated that the approach was lower than normal and that he added full throttle in an attempt to recover, but was unsuccessful. The pilot commented that the aircraft had encountered some turbulence during the flight. He speculated that the aircraft may have encountered a downdraft on short final. The pilot reported that there were no failures or malfunctions associated with the aircraft. A postaccident examination did not reveal any anomalies consistent with a preimpact failure or malfunction. The pilot held a student pilot certificate and had received about 18 hours of instruction. However, he had not flown in the local area prior to the accident flight. The airport was located on the top of a hill; wind in the local area was from the southwest at 4 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 clearance from trees and terrain during the landing approach.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	(general) - Pilot

Factual Information

History of Flight

Approach-VFR pattern final	Collision with terr/obj (non-CFIT) (Defining event)
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Student pilot Information

Certificate:	Student	Age:	50,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:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	20 hours (Total, all aircraft), 6 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PEGASUS	Registration:	N456KL
Model/Series:	503 SPORT	Aircraft Category:	Ultralight
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	7591
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 30, 2010 Annual	Certified Max Gross Wt.:	858 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	530 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	503 DCDI
Registered Owner:	On file	Rated Power:	52 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:	ZZV,900 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	-1°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cambridge, OH (20A6)	Type of Flight Plan Filed:	None
Destination:	Cambridge, OH (20A6)	Type of Clearance:	None
Departure Time:	15:20 Local	Type of Airspace:	

Airport Information

Airport:	Hilltop 20A6	Runway Surface Type:	Grass/turf
Airport Elevation:	1000 ft msl	Runway Surface Condition:	Snow
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	2090 ft / 52 ft	VFR Approach/Landing:	Straight-in

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:	40.083057,-81.589164(est)

Administrative Information

Investigator In Charge (IIC): Sorensen, Timothy

Additional Participating Persons:

Original Publish Date: May 26, 2011

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=78126>

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](#).