



Aviation Investigation Final Report

Location:	Bryan, Texas	Accident Number:	CEN11LA672
Date & Time:	August 13, 2011, 07:20 Local	Registration:	N53QB
Aircraft:	PORBECK JOHN M SLIPSTREAM GENESIS	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After a detailed preflight inspection and runup of the experimental airplane, the pilot intended to do solo pattern work before giving the airplane's owner a bi-annual flight review. The owner watched the airplane takeoff and start to climb, then turn toward a left crosswind to enter the pattern downwind. The owner stated that the airplane would have been encountering a quartering tailwind of about 6-7 knots during the turn to downwind. He then saw the left wing losing lift and the right wing tipping upward at the same time, and the airplane quickly losing altitude. The airplane was operating with full engine power. The airplane then impacted the ground and skidded about 49 yards along a grassy area before coming to rest. After the accident, the pilot stated that just after the airplane cleared the ground during takeoff, he began a climb and turned toward a downwind position. The airplane then suddenly began to stall. After adding power, the airplane started to recover, but the altitude was too low to complete the recovery. Examination of the airplane wreckage did not reveal any mechanical malfunctions or failures with the engine, airframe, or flight controls that would have precluded normal operation. The pilot had a total time of 2,300 flight hours; however, he only had about 1.5 total hours in the accident airplane. He had flown the airplane 2 days before the accident flight for about 1 hour, and the accident flight was his second flight in the airplane. It is likely that the pilot was not sufficiently familiar with the flight characteristics of the light experimental airplane.

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 adequate airspeed and attitude during a turn toward downwind, which resulted in an aerodynamic stall. Contributing to the accident was the pilot's limited

experience in the experimental airplane.

Findings

Personnel issues	Incorrect action performance - Pilot
Personnel issues	Total experience w/ equipment - Pilot
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern downwind

Aerodynamic stall/spin (Defining event)

On August 13, 2011, approximately 0735 central standard time, a SlipStream Genesis homebuilt airplane, N53QB, registered to a private individual, stalled and impacted the ground shortly after takeoff from Coulter Field, Bryan, Texas. The airplane was being operated under the provisions of 14 Code of Federal Regulations Part 91. The pilot, who was the sole occupant, sustained serious injuries. Visual meteorological conditions prevailed and no flight plan was filed for the local flight.

The owner of the airplane reported that the pilot was hired to give him a bi-annual flight review in his newly acquired airplane. The pilot had test flown the airplane two days prior to the accident, but it was too hot to have two people in the airplane, so it was decided to conduct the review a few days later.

After a detailed preflight inspection the pilot intended to do some pattern work prior to the review, flying the aircraft from the right seat by himself. The pilot completed a run up and started took off from runway 15, with a slight quartering head wind out of 200 degrees at 6-7 knots. The owner observed the airplane just beyond the end of the airstrip in the initial climb and ascending slowly. The airplane turned toward a left crosswind to enter the pattern downwind for runway 15. The owner stated that time the airplane would have been encountering a quartering tailwind. He then observed the airplane loosing lift on the left wing and the right wing tipped upward at the same time, quickly loosing altitude, with full engine power. The airplane then impacted the ground, skidded about 49 yards on the grass on a heading of approximately 350 degrees. The owner immediately jumped into his car and drove to the wreckage. The pilot was coherent, indicated that he could not feel his legs. Emergency responders and local authorities arrived and extracted the pilot out of the wreckage and transported him to a hospital.

After the accident, the pilot stated that he was conducting a test flight of the airplane prior to taking the owner on a planned training bi-annual flight review. He said that just after the airplane cleared the ground, he began a climb and turned toward a downwind position. The airplane then suddenly began to stall. After adding power, the pilot started to recover, but the altitude was too low to complete the recovery. The airplane then impacted the ground.

An FAA inspector who examined the airplane wreckage after the accident, reported that he did not find any anomalies with the engine, airframe, or flight controls. According to FAA records, the pilot held valid commercial and flight instructor certificates, with a total time of 2,300 flight hours. The pilot had about 1.5 total hours in the accident airplane.

Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	September 29, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 29, 2009
Flight Time:	2300 hours (Total, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PORBECK JOHN M	Registration:	N53QB
Model/Series:	SLIPSTREAM GENESIS	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	JMP-01
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	60 Hrs as of last inspection	Engine Manufacturer:	COMPACT RA
ELT:	Installed, not activated	Engine Model/Series:	MZ202
Registered Owner:	Joseph Maxim	Rated Power:	60 Horsepower
Operator:	Joseph Maxim	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CFD,456 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	07:15 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 15°C
Precipitation and Obscuration:			
Departure Point:	Bryan, TX (CFD)	Type of Flight Plan Filed:	Unknown
Destination:	Bryan, TX (CFD)	Type of Clearance:	None
Departure Time:	07:33 Local	Type of Airspace:	

Airport Information

Airport:	Coulter Field CFD	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	30.715555,-96.331108(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Randy Burke; FAA FSDO; Houston, TX
Original Publish Date:	September 5, 2013
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=81923

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](#).