



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Gap, Pennsylvania | Accident Number: | ERA12CA248 |
| Date & Time: | March 21, 2012, 17:00 Local | Registration: | UNREG |
| Aircraft: | JDT MiniMax | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control in flight | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The student pilot reported that, while approaching a friend’s farm field for landing, he elected to perform a go-around. As he increased pitch to climb, the airplane entered a stall about 200 feet above ground level. He lowered the nose to increase airspeed; however, there was insufficient altitude to recover, and the airplane crashed into a field. The fuselage’s wooden structure fractured in several places, resulting in substantial airframe damage. The pilot reported no mechanical malfunctions or failures that would have precluded normal operation. He cited his indecisiveness as a factor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain airspeed during a go-around, resulting in an aerodynamic stall.

Findings

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| Aircraft | Airspeed - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

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| Approach-VFR go-around | Loss of control in flight (Defining event) |
| Uncontrolled descent | Collision with terr/obj (non-CFIT) |

Pilot Information

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| Certificate: | Student | Age: | 29, Male |
| Airplane Rating(s): | None | Seat Occupied: | Single |
| 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 Without waivers/limitations | Last FAA Medical Exam: | September 28, 2010 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 40 hours (Total, all aircraft), 30 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | JDT | Registration: | UNREG |
| Model/Series: | MiniMax NO SERIES | Aircraft Category: | Ultralight |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Unknown | Serial Number: | Unk |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | January 1, 2012 Annual | Certified Max Gross Wt.: | 560 lbs |
| Time Since Last Inspection: | 20 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 120 Hrs at time of accident | Engine Manufacturer: | Rotax |
| ELT: | Not installed | Engine Model/Series: | 447 |
| Registered Owner: | On file | Rated Power: | 45 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | LNS,403 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 16:53 Local | Direction from Accident Site: | 300° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 3400 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.27 inches Hg | Temperature/Dew Point: | 19°C / 13°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Ephrata, PA | Type of Flight Plan Filed: | None |
| Destination: | Ephrata, PA | Type of Clearance: | None |
| Departure Time: | 16:25 Local | Type of Airspace: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 40.030834,-75.998336(est) |

Administrative Information

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| Investigator In Charge (IIC): | Hicks, Ralph |
| Additional Participating Persons: | John W Sibole; FAA/FSDO; Harrisburg, PA |
| Original Publish Date: | October 15, 2012 |
| 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=83201 |

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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](#).