



Aviation Investigation Final Report

Location:	Viola, Arkansas	Accident Number:	CEN12CA205
Date & Time:	March 25, 2012, 17:30 Local	Registration:	N912FL
Aircraft:	FURRU DONALD JEFFREY SKYRANGER V MAX	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot and passenger were on a local flight, when the pilot decided to land in a farm field. According to the pilot, during the landing, the airplane bounced three times, so he applied power to perform a go-around. The pilot added that the engine was at full power; however, the airplane stalled, clipped treetops, impacted the ground, and came to rest inverted, sustaining substantial damage to the fuselage. The pilot stated that there were no preimpact problems with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not maintain adequate airspeed during a go-around, which resulted in an aerodynamic stall.

Findings

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

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
Takeoff	Aerodynamic stall/spin
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private; Sport Pilot	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 4, 2011
Flight Time:	(Estimated) 400 hours (Total, all aircraft), 15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	FURRU DONALD JEFFREY	Registration:	N912FL
Model/Series:	SKYRANGER V MAX	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	0306327
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 1, 2011 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	ROTAX
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	912UL
Registered Owner:	On file	Rated Power:	80 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:	KBPK	Distance from Accident Site:	20 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Marion County R, AR (KFLP)	Type of Flight Plan Filed:	Unknown
Destination:	Marion County R, AR (KFLP)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	36.368888,-92.470558(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Tom Arnold; FAA FSDO; Little Rock, AR
Original Publish Date:	May 21, 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=83224

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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](#).