



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Manvel, North Dakota	Accident Number:	CEN12CA423
Date & Time:	July 2, 2012, 19:45 Local	Registration:	UNREG
Aircraft:	Eipper Quicksilver	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-certificated pilot said that he had been flying his unregistered aircraft too low over a wheat field. He stated that he encountered a "thermal" and that the aircraft's nosewheel caught in the wheat, causing the airplane to nose over and impact the ground. The aircraft sustained substantial damage to both wings and the fuselage structure. About 8 minutes after the accident occurred, the wind was reported as being from 320 degrees at 6 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The non-certificated pilot's failure to maintain clearance from a wheat field.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Maneuvering-low-alt flying	Other weather encounter
Maneuvering-low-alt flying	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	None	Age:	48,Male
Airplane Rating(s):	None	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:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	50 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eipper	Registration:	UNREG
Model/Series:	Quicksilver MX II	Aircraft Category:	Ultralight
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	UNKNOWN
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	250 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	MICHAEL S. CALLAHAN	Rated Power:	
Operator:	MICHAEL S. CALLAHAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGFK, 845 ft msl	Distance from Accident Site:	
Observation Time:	19:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 13000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.65 inches Hg	Temperature/Dew Point:	30°C / 24°C
Precipitation and Obscuration:			
Departure Point:	MANVEL, ND (NONE)	Type of Flight Plan Filed:	Unknown
Destination:	MANVEL, ND (NONE)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

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:	48.129722,-97.293609(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Jeff Boe; FAA Flight Standards District Office; Fargo, ND
Original Publish Date:	October 4, 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=84232

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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](#).