



Aviation Investigation Final Report

Location:	Las Vegas, Nevada	Accident Number:	WPR13CA373
Date & Time:	August 14, 2013, 18:00 Local	Registration:	N110GX
Aircraft:	REMOS ACFT GMBH FLUGZEUGBAU REMOS GX	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported during a cross-country flight, he received a low fuel warning indication about 29 miles short of his destination. He decided to make a precautionary landing to a paved road but was unsuccessful due to interference with an automobile. The pilot then selected a nearby dirt road, but aborted the landing due to excessive speed. After initiating a climb, he turned to the right to avoid rising terrain however, the airplane descended during the turn and the left main landing gear struck a small hill. The airplane sustained substantial damage to both wings and the fuselage. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 aircraft control during the initial climb following an aborted landing. Contributing to the accident was the pilot's inaccurate fuel planning which resulted in a low fuel state and subsequent precautionary off airport landing.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Fuel planning - Pilot

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	March 7, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 28, 2011
Flight Time:	153 hours (Total, all aircraft), 28 hours (Total, this make and model), 46 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	REMOS ACFT GMBH FLUGZEUGBAU	Registration:	N110GX
Model/Series:	REMOS GX	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Normal; Special light-sport (Special)	Serial Number:	295
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	ROTAX
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	912ULS
Registered Owner:	Greg Thomas	Rated Power:	100 Horsepower
Operator:	Greg Thomas	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Beatty, NV (BTY)	Type of Flight Plan Filed:	None
Destination:	Las Vegas, NV (KVGT)	Type of Clearance:	VFR flight following
Departure Time:	17:35 Local	Type of Airspace:	Class G

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:	36.705276,-116.221946

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Marty F Kay; FAA FSDO; Las Vegas, NV
Original Publish Date:	December 2, 2013
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=87784

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](#).