



Aviation Investigation Final Report

Location:	Hatley, Wisconsin	Accident Number:	CEN13CA569
Date & Time:	September 29, 2013, 14:00 Local	Registration:	N817RV
Aircraft:	RANS RV 12	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing flare to a private field, the airplane encountered a crosswind from the southwest. The wind pushed the airplane to the north and the airplane landed prematurely on a high berm located to the north of the runway. The landing gear collapsed and the airplane was damaged by the postimpact fire. The pilot did not report any mechanical anomalies 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 control of the airplane while landing with a crosswind.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	(general) - Contributed to outcome
Environmental issues	Crosswind - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Landing area undershoot (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Sport Pilot	Age:	67
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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 None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	333 hours (Total, all aircraft), 27 hours (Total, this make and model), 287 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RANS	Registration:	N817RV
Model/Series:	RV 12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	120490
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 27, 2013 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	915
Registered Owner:	James Kleman	Rated Power:	100 Horsepower
Operator:	James Kleman	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAUW	Distance from Accident Site:	
Observation Time:	13:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	19°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Merrill, WI (KRRL)	Type of Flight Plan Filed:	None
Destination:	Hatley, WI	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.88034,-89.33036(est)

Administrative Information

Investigator In Charge (IIC): Rodi, Jennifer

Additional Participating Persons:

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=88164>

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](#).