



Aviation Investigation Final Report

Location:	Lamoni, Iowa	Accident Number:	CEN14LA281
Date & Time:	June 5, 2014, 19:00 Local	Registration:	N111ED
Aircraft:	OFFCHISS EDWARD R AVID FLYER	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot stated that, while preparing to land, he lost elevator control. He increased engine power and tried to gain altitude and avoid a stall; however, the airplane stalled and landed hard. The airplane bounced and landed hard again, damaging the landing gear. The airplane continued to slide, resulting in substantial damage. The pilot stated that the control rod for the elevator failed; however, an examination of the control rod and elevator revealed damage associated with the impact and subsequent recovery of the airplane. An examination of the airplane and its systems revealed no anomalies.

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 control of the airplane while landing.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	(general) - Not attained/maintained

Factual Information

History of Flight

Maneuvering

Loss of control in flight (Defining event)

On June 5, 2014, about 1900 central daylight time, an experimental amateur-built Avid Flyer airplane, N111ED, was substantially damaged while maneuvering near the Lamoni Municipal Airport (KLWD), Lamoni, Iowa. Visual meteorological conditions prevailed at the time of the accident. The flight was conducted under the provisions of 14 Code of Federal Regulations Part 91 without a flight plan. The student pilot and passenger were seriously injured. The local flight departed KLWD at 1830.

The student pilot stated that while preparing to land on a grass strip, he "pulled [the] lever for the flaperons [and] lost elevator control." He advanced the throttle and tried to "gain altitude" while trying to avoid a stall. The airplane stalled and landed hard. The airplane bounced, landed hard again, at which time the landing gear "broke." The airplane continued to slide and "come apart." The pilot stated that he and his passenger went to the hospital following the accident and an employee of his came with a rollback to recover the wreckage of the airplane.

In the accident report form, completed by the pilot, he stated further that a "rod for the elevator broke."

The Federal Aviation Administration (FAA) inspector who responded to the accident reported this accident was initially not reported to the FAA or to local law enforcement. The airplane had been cut into 6 or 7 pieces and removed from the accident site before local law enforcement or the FAA were notified of the accident by an anonymous individual. The fuselage, empennage, and wings were substantially damaged during the impact with the ground. The inspector stated further that an examination of the wreckage revealed no anomalies. The damage to the flight controls was related to both impact damage and the recovery efforts.

Student pilot Information

Certificate:	Student	Age:	36
Airplane Rating(s):	None	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:	August 9, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 6 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	OFFCHISS EDWARD R	Registration:	N111ED
Model/Series:	AVID FLYER	Aircraft Category:	Airplane
Year of Manufacture:	1991	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	835
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 3, 2013 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	527 Hrs as of last inspection	Engine Manufacturer:	BOMBARDIER/Rotax
ELT:	Installed, not activated	Engine Model/Series:	582
Registered Owner:	On file	Rated Power:	65 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:	KLWD,1131 ft msl	Distance from Accident Site:	
Observation Time:	18:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lamoni, IA (KLWD)	Type of Flight Plan Filed:	None
Destination:	Lamoni, IA (KLWD)	Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	40.633056,-93.901947(est)

Administrative Information

Investigator In Charge (IIC):	Rodi, Jennifer
Additional Participating Persons:	Joseph Quiring; Federal Aviation Administration; Des Moines, IA
Original Publish Date:	October 27, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=89403

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](#).