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