



# Aviation Investigation Final Report

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<b>Location:</b>	Mulino, Oregon	<b>Accident Number:</b>	WPR15CA009
<b>Date &amp; Time:</b>	October 11, 2014, 16:30 Local	<b>Registration:</b>	N167J
<b>Aircraft:</b>	AMERICAN LEGEND AIRCRAFT CO AL3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot stated that he was giving airplane rides to some of his son's teenage friends. He departed the airport with the passenger in the back seat and he allowed the passenger to control the airplane off and on in flight before returning to the airport. The pilot allowed the passenger to fly the airplane around the pattern; the pilot would then take control and accomplish a touch-and-go. They did this three times. During the last approach the pilot took control and put in a left slip to establish the glide slope. As he approached 30 feet above ground level, he attempted to level the wings and neutralize the rudder, however, he could not take out the right rudder input and the airplane continued into a right bank. The pilot added power and continued in a right-hand bank, but could not neutralize the controls. As the airplane came around 360 degrees he reduced the power, and decided to attempt a landing while over the runway. During the landing the right wing tip dragged, then the right balloon tire touched down, and the airplane translated sideways, collapsing the landing gear and nosing over. The wings and vertical stabilizer were substantially damaged. Postaccident examination of the airplane revealed no control abnormalities that would have precluded the normal control and operation of the airplane. The passenger does not recall being in a position where he could have interfered with the controls.

# Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of aircraft control during approach for landing for reasons that could not be determined because postaccident examination did not reveal any anomalies that would have precluded normal operation.

## Findings

<b>Not determined</b>	(general) - Unknown/Not determined
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Lateral/bank control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control in flight (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 22, 2013
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1100 hours (Total, all aircraft), 50 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AMERICAN LEGEND AIRCRAFT CO	<b>Registration:</b>	N167J
<b>Model/Series:</b>	AL3 UNDESIGNAT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental light sport (Special)	<b>Serial Number:</b>	TX-1036
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 27, 2014 Annual	<b>Certified Max Gross Wt.:</b>	23501 lbs
<b>Time Since Last Inspection:</b>	48 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200 D48
<b>Registered Owner:</b>	TAKACS JOHN DO	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	TAKACS JOHN DO	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KUAO	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Few / 10000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / 14 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mulino, OR (K4S9)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Mulino, OR (K4S9)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Mulino State Airport K4S9	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	260 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3425 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	45.216388,-122.589996(est)

## Administrative Information

**Investigator In Charge (IIC):** McKenny, Van

**Additional Participating Persons:**

**Original Publish Date:** December 15, 2014

**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.ntsb.gov/Docket?ProjectID=90241>

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