



Aviation Investigation Final Report

Location:	HONDO, Texas	Accident Number:	GAA15CA010
Date & Time:	March 12, 2015, 15:30 Local	Registration:	N638J
Aircraft:	JABIRU USA SPORT AIRCRAFT LLC J250 SP	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

During an instructional flight, the student pilot and flight instructor remained in the local area to practice maneuvers. On return to the airport, during the first full stop landing, the student pilot landed in a flat attitude, but left of centerline. During the landing roll, the student pilot veered left onto an intersecting runway and the flight instructor applied the hand brake. The airplane overran the width of the intersecting runway into rough terrain, the nose landing gear collapsed, and the airplane nosed over resulting in substantial damage to the firewall and right wing lift strut.

Both occupants reported no mechanical malfunctions or failures with the airplane that would have precluded normal operation; however, the student pilot stated that a gust of wind caused the airplane to veer to the left. The flight instructor's statement and weather reports indicate that there were no wind gusts at the time of the accident.

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 directional control during landing roll, which resulted in a loss of control. Contributing to this accident was the flight instructor's delayed remedial action.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Abrupt maneuver
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	70
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 20, 2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 28, 2015
Flight Time:	21000 hours (Total, all aircraft), 3 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	67
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	March 29, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	147 hours (Total, all aircraft), 16 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JABIRU USA SPORT AIRCRAFT LLC	Registration:	N638J
Model/Series:	J250 SP NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	523
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	at time of accident	Engine Manufacturer:	Jabiru
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	3300
Registered Owner:	On file	Rated Power:	120 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:	KHDO,930 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:51 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	24°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HONDO, TX (HDO)	Type of Flight Plan Filed:	None
Destination:	HONDO, TX (HDO)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	South Texas Regional Airport KHDO	Runway Surface Type:	Asphalt
Airport Elevation:	930 ft msl	Runway Surface Condition:	Dry
Runway Used:	35L	IFR Approach:	None
Runway Length/Width:	3224 ft / 140 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.353055,-99.1725(est)

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	Carlos Gallardo; FAA (SAT FSDO); San Antonio, TX
Original Publish Date:	May 13, 2015
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=90890

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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](#).