



# Aviation Investigation Final Report

<b>Location:</b>	Kirkville, New York	<b>Accident Number:</b>	ERA15CA242
<b>Date &amp; Time:</b>	June 15, 2015, 19:15 Local	<b>Registration:</b>	N693MP
<b>Aircraft:</b>	PENELL MARK A RANS S-10 KIT	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of lift	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During the takeoff roll from the 1,400-foot-long runway, the airplane encountered water on the runway and "was not able to gain enough momentum." During the initial climb the airplane was unable to clear the surrounding trees. Therefore, the pilot elected to maneuver the airplane in order to avoid striking the trees. During the turn, the airspeed decreased and the pilot made an off airport landing to a nearby golf course. According to a witness, the airplane was about 40 feet off the ground when it began the turn. In addition, it looked like the airplane "turned too tight," and that the "wings never leveled out" prior to impacting the ground. During the off airport landing, the airplane incurred substantial damage to the left wing and fuselage. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. He further stated, "it was my fault, not the [airplane's]." At the time of the accident the wind was from the northwest at 4 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Pilot's failure to maintain airspeed while maneuvering during the initial climb, which resulted in a loss of lift and subsequent off airport landing. Contributing to the accident was the pilot's failure to abort the takeoff after recognizing the airplane's slow acceleration.

## Findings

<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot



## Factual Information

### History of Flight

<b>Initial climb</b>	Loss of lift (Defining event)
<b>Initial climb</b>	Off-field or emergency landing

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<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 Unknown	<b>Last FAA Medical Exam:</b>	August 1, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	593.2 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PENELL MARK A	<b>Registration:</b>	N693MP
<b>Model/Series:</b>	RANS S-10 KIT NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1991	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	0291125
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	June 12, 2013 Condition	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	180.6 Hrs at time of accident	<b>Engine Manufacturer:</b>	ROTAX
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	582
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	On file	<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>	SYR,417 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	22:54 Local	<b>Direction from Accident Site:</b>	286°
<b>Lowest Cloud Condition:</b>	Few / 3500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.88 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MANLIUS, NY (NY72)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CAMILLUS, NY (NY25)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	POOLSBROOK AERODROME NY72	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	500 ft msl	<b>Runway Surface Condition:</b>	Standing water
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1400 ft / 80 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	43.074165,-75.93222(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Moats, Heidi
<b>Additional Participating Persons:</b>	William Abbott; FAA/FSDO; Rochester, NY
<b>Original Publish Date:</b>	October 8, 2015
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=91389">https://data.ntsb.gov/Docket?ProjectID=91389</a>

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