



Aviation Investigation Final Report

Location:	Fairmont, West Virginia	Accident Number:	ERA15CA317
Date & Time:	August 14, 2015, 14:30 Local	Registration:	N93606
Aircraft:	Ercoupe 415 C	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, shortly after takeoff he noticed that there was no movement on the header tank fuel float gauge. He went on to say that the fuel float gauge then started to move "down quickly", and since he still had the airport insight, he decided to turn back and conduct a precautionary landing. As he approached for landing he "raised" the nose of the airplane to slow down; but became "too low and too slow" and the airplane collided with a road adjacent to the airport. The airplane sustained substantial damage to the fuselage and wings. Examination of the fuel float gauge by a Federal Aviation Administration inspector did not reveal any anomalies. In addition, the pilot reported there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed and his exceedance of the wing's critical angle of attack, which resulted in an aerodynamic stall and subsequent collision with terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Not attained/maintained

Factual Information

History of Flight

Approach	Aerodynamic stall/spin (Defining event)
Approach	Loss of control in flight
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Sport Pilot	Age:	76, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot With waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 15, 2014
Flight Time:	(Estimated) 106 hours (Total, all aircraft), 106 hours (Total, this make and model), 27.7 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe	Registration:	N93606
Model/Series:	415 C	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	929
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 10, 2014 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1474.8 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	C-75-12
Registered Owner:	CLEM ROBERT J	Rated Power:	75 Horsepower
Operator:	CLEM ROBERT J	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CKB	Distance from Accident Site:	9 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	17°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	28°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairmont, WV (4G7)	Type of Flight Plan Filed:	None
Destination:	Fairmont, WV (4G7)	Type of Clearance:	None
Departure Time:	13:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	Fairmont Municipal Airport 4G7	Runway Surface Type:	Asphalt
Airport Elevation:	1032 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3194 ft / 75 ft	VFR Approach/Landing:	Full stop;Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	39.447776,-80.167503(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Jerry L Morgan; FAA; Charleston, WV
Original Publish Date:	December 3, 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=91801

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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](#).