



# Aviation Investigation Final Report

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<b>Location:</b>	Oliver Springs, Tennessee	<b>Accident Number:</b>	GAA17CA236
<b>Date &amp; Time:</b>	April 15, 2017, 15:25 Local	<b>Registration:</b>	N122BD
<b>Aircraft:</b>	ZEILER BAKENG DUCE 1976 CZ	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, during approach, while flying from the rear seat of the tandem-seat, high-wing airplane, he "needed to lose speed and altitude." He placed the airplane in a right-wing-low, forward slip, and he added that the airplane had poor forward visibility at slower speeds. He aligned the airplane with the center of the runway and "pulled the nose up slightly to slow [down]," and a "wind gust" came from the right and "pushed" the airplane over the trees. He "saw [the] tree tops coming up fast under [his] left wing," and "out of shear instinct, [he] banked slightly right to avoid going in nose first." The airplane collided with the tree tops.

The airplane sustained substantial damage to both wings and the empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 3 nautical miles from the accident site, about the time of the accident, reported that the wind was variable at 3 knots. The pilot landed to the southwest.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's unstabilized approach and failure to go around, which resulted in impact with trees.

## Findings

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<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Lack of action - Pilot
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Miscellaneous/other
<b>Landing</b>	Loss of control in flight (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<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 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 28, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 22, 2016
<b>Flight Time:</b>	(Estimated) 277 hours (Total, all aircraft), 27 hours (Total, this make and model), 245 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ZEILER	<b>Registration:</b>	N122BD
<b>Model/Series:</b>	BAKENG DUCE 1976 CZ NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1982	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	1776-CZ
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 9, 2016 Condition	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	787.5 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-290
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	125 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>	KOQT,910 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	89°
<b>Lowest Cloud Condition:</b>	Few / 6000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 9500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.25 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WILLIAMSBURG, KY (BYL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Oliver Springs, TN	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:45 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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 Minor	<b>Latitude, Longitude:</b>	36.023334,-84.300277(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Neal R Thorne; FAA; Nashville, TN
<b>Original Publish Date:</b>	June 20, 2017
<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.nts.gov/Docket?ProjectID=95017">https://data.nts.gov/Docket?ProjectID=95017</a>

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