



Aviation Investigation Final Report

Location:	Dunkirk, New York	Accident Number:	GAA17CA567
Date & Time:	September 6, 2017, 13:30 Local	Registration:	N1214J
Aircraft:	CHANCEY GERRY M RV-12	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge, the pilot reported that, immediately after takeoff, the airplane encountered a wind gust, and the right wing dipped. Subsequently, the airplane drifted to the right, and the right wing impacted terrain and a taxiway sign. He added that he "lost control during takeoff."

The right wing and fuselage sustained substantial damage.

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

An automated weather observation station at the airport reported, about the time of the accident, wind from 270° at 10 knots. The pilot reported the takeoff was from runway 33.

The pilot did not submit the NTSB Form 6120.1 Pilot/Operator Aircraft Accident/Incident Report.

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 lateral/bank control during takeoff in crosswind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Lateral/bank control - Not attained/maintained
Environmental issues	Sign/marker - Contributed to outcome
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Initial climb	Other weather encounter
Initial climb	Loss of control in flight (Defining event)
Initial climb	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	December 7, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CHANCEY GERRY M	Registration:	N1214J
Model/Series:	RV-12 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	120054
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
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:	KDKK,692 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dunkirk, NY (DKK)	Type of Flight Plan Filed:	None
Destination:	Dunkirk, NY (DKK)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHAUTAUQUA COUNTY/DUNKIRK DKK	Runway Surface Type:	Asphalt
Airport Elevation:	692 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.493888,-79.27111(est)

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	Timothy Tressel; FAA/ FSDO; Rochester, NY
Original Publish Date:	December 15, 2017
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=96124

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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](#).