



Aviation Investigation Final Report

Location:	NORTHAMPTON, Massachusetts	Accident Number:	GAA18CA065
Date & Time:	November 24, 2017, 08:00 Local	Registration:	N876MB
Aircraft:	AVEKO SRO VL-3C-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during the landing flare the airplane was fast, and he tried to bleed off the airspeed by applying back pressure, but the airplane ballooned. Upon touchdown the airplane porpoised, after which, the airplane veered to the left and exited the left side of the runway. The airplane impacted the visual approach slope indicator lights that were located on the left side of the runway.

The airplane sustained substantial damage to the left wing and the fuselage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane 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 improper landing flare, which resulted in a loss of directional control and subsequent impact with approach lighting.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Environmental issues	Runway/taxi/approach light - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Abnormal runway contact

Pilot Information

Certificate:	Sport Pilot	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 15, 2015
Flight Time:	(Estimated) 156.3 hours (Total, all aircraft), 17.1 hours (Total, this make and model), 129.5 hours (Pilot In Command, all aircraft), 3.5 hours (Last 90 days, all aircraft), 1.5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVEKO SRO	Registration:	N876MB
Model/Series:	VL-3C-1 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2009	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	VL-3-29
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 15, 2017 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	142.5 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912 ULS
Registered Owner:	On file	Rated Power:	100 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:	KCEF,241 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	156°
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	-4°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chicopee, MA (KCEF)	Type of Flight Plan Filed:	None
Destination:	NORTHAMPTON, MA (7B2)	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	NORTHAMPTON 7B2	Runway Surface Type:	Asphalt
Airport Elevation:	121 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	3335 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	42.230308,-71.529953(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Scott Litchfield; FAA; Enfield , CT
Original Publish Date:	July 5, 2018
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=96403

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).