



Aviation Investigation Final Report

Location:	Eagle Grove, Iowa	Accident Number:	GAA17CA578
Date & Time:	July 3, 2017, 11:00 Local	Registration:	N711NN
Aircraft:	COLUMBIA AIRCRAFT MFG LC41	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the landing roll, the airplane encountered wind, exited the runway to the left, and the wing struck a runway light. The right wing sustained substantial damage.

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 station located about 7 nautical miles east-northeast of the airport reported that, about 5 minutes before the accident, the wind was from 060° at 7 knots. The airplane landed on runway 13.

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 directional control during the landing roll in crosswind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Runway/taxi/approach light - Contributed to outcome

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	56,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 30, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 196.6 hours (Total, all aircraft), 53.4 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	COLUMBIA AIRCRAFT MFG	Registration:	N711NN
Model/Series:	LC41 550FG	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	41614
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	December 9, 2016 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed, not activated	Engine Model/Series:	TSIO-550-C
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:	KCAV,1162 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	76°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	25°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WEBSTER CITY, IA (EBS)	Type of Flight Plan Filed:	None
Destination:	Eagle Grove, IA (EAG)	Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	EAGLE GROVE MUNI EAG	Runway Surface Type:	Concrete
Airport Elevation:	1132 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3500 ft / 60 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:	42.712501,-93.919998(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Kendall D Arkema; FAA; Des Moines, IA
Original Publish Date:	February 21, 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=96473

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](#).