Analysis

The sport pilot, who was also the builder of the single-seat, experimental, amateur-built airplane, stated that he had "some issues" during assembly of the experimental engine kit, but was finally able to achieve the desired engine rpm during static tests. Subsequently, during the airplane's takeoff roll on its first flight with the new engine, the pilot noted that the airplane was able to gain airspeed, but struggled to become airborne. The pilot stated that he should have aborted the takeoff at that point. The airplane reached a maximum altitude about 100 ft, the engine lost power, and the airplane descended into trees and was destroyed by a postimpact fire. The extent of the fire precluded detailed documentation of the engine and its associated systems; therefore, the reason for the loss of power could not be determined.

Flight Events

Takeoff - Loss of engine power (partial)
Initial climb - Loss of engine power (partial)
Approach-VFR pattern downwind - Collision with terr/obj (non-CFIT)

Probable Cause

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

The pilot's failure to abort the takeoff after determining that the engine was not producing adequate power. Contributing to the accident was the engine's inability to produce adequate power for reasons that could not be determined due to extensive postimpact fire damage.

Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-(general)-Not specified - F
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Not determined-Not determined-(general)-(general)-Unknown/Not determined - F
Pilot Information

Certificate: Sport Pilot  
Age: 63
Airplane Rating(s): Single-engine Land  
Instrument Rating(s): None
Other Aircraft Rating(s): None  
Instructor Rating(s): None
Flight Time: 148 hours (Total, all aircraft), 0.1 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft)

Aircraft and Owner/Operator Information

Aircraft Make: WRIGHT DANIEL J  
Registration: N9288
Model/Series: Volksplane VP-1  
Engines: 1 Reciprocating
Operator: On file  
Engine Manufacturer: AEROVEE
Operating Certificate(s) Held: None  
Engine Model/Series: 2180
Flight Conducted Under: Part 91: General Aviation - Flight Test

Meteorological Information and Flight Plan

Conditions at Accident Site: Visual Conditions  
Condition of Light: Day
Observation Facility, Elevation: BKV, 75 ft msl  
Weather Information Source: Weather Observation Facility
Lowest Ceiling: None  
Wind Speed/Gusts, Direction: 7 knots / 40°
Temperature: 29°C  
Visibility: 10 Miles
Precipitation and Obscuration: No Obscuration; No Precipitation
Departure Point: Brooksville, FL (BKV)  
Destination: Brooksville, FL (BKV)

Airport Information

Airport: BROOKSVILLE-TAMPA BAY RGNL (BKV)  
Runway Surface Type: Concrete
Runway Used: 09  
Runway Surface Condition: Dry
Runway Length/Width: 7002 ft / 150 ft

Wreckage and Impact Information

Crew Injuries: 1 Serious  
Aircraft Damage: Destroyed
Passenger Injuries: N/A  
Aircraft Fire: On-Ground
Ground Injuries: N/A  
Aircraft Explosion: Unknown
Latitude, Longitude: 28.473611, -82.455556 (est)

Administrative Information

Investigator In Charge (IIC): Paul R Cox  
Adopted Date: 05/01/2017
Note: The NTSB did not travel to the scene of this accident.
Investigation Docket: http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=91744

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the
accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.