



National Transportation Safety Board Aviation Accident Final Report

Location:	DAYTONA BEACH, FL	Accident Number:	MIA00LA035
Date & Time:	12/01/1999, 1055 EST	Registration:	N35RH
Aircraft:	Howard Aircraft Corp. DGA-15P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane's new owner was familiarizing himself with the landing characteristics of the 1943 Howard DGA-1 in crosswind conditions, with the seller aboard, when he attempted a go-around following a bounced landing that resulted in a loss of control, a skid off the left runway edge, a left wingtip strike of the ground, and collision with a tree.

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 an attempted go-around, and the subsequent wing tip strike of the ground and collision with a tree. A factor in the loss of control was the crosswind conditions present during the landing attempt.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

3. OBJECT - TREE(S)

Factual Information

On December 1, 1999, at about 1055 eastern standard time, a Howard DGA-15P, N35RH, registered to a private individual, operating as a Title 14 CFR Part 91 personal flight, crashed on landing at the Spruce Creek Airport, Daytona Beach, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane received substantial damage and the commercial-rated pilot and airline transport-rated passenger were not injured. The flight departed Flagler County Airport, Bunnell, Florida, about 20 minutes before the accident.

According to the pilot, he had very recently bought the airplane from the passenger, and was in the process of familiarizing himself with its handling characteristics. They had conducted airborne familiarization en route from Spruce Creek to Flagler, where they landed and fuelled. They had returned to Spruce Creek, and were conducting takeoffs and landings on runway 05 into a "significant" left crosswind. On the second landing, intended to be a full stop, the airplane's left main wheel touched down first, the airplane bounced, and the pilot attempted a go-around that resulted in a skid off the left side of the runway into an adjacent tree. The pilot stated surface winds at Spruce Creek were from 360 degrees at 18 to 22 knots, and severe turbulence. The pilot stated that he understood that the seller's responsibility was not as a co-pilot or safety pilot, and was a pilot-rated passenger only.

According to FAA personnel, the pilot stated he lost control of the airplane during the go-around attempt, the left wing struck the ground, and the airplane impacted a large oak tree off the left side of the runway. The temporary registration showing the transfer of ownership was properly displayed, and had been properly forwarded to FAA Aircraft Registry, Oklahoma City. The passenger made no attempt to take over the controls. The Daytona Beach FAA ATCT, located 7 miles north of Spruce Creek, reported winds at 1053, were from 010 degrees at 15 knots, gusting to 23 knots.

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/16/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	595 hours (Total, all aircraft), 3 hours (Total, this make and model), 401 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Howard Aircraft Corp.	Registration:	N35RH
Model/Series:	DGA-15P DGA-15P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	760
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	08/02/1999, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	13 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1700 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	985-AN12
Registered Owner:	RICHARD F. KELSO	Rated Power:	450 hp
Operator:	RICHARD F. KELSO	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAB, 34 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1053 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 2° C
Precipitation and Obscuration:			
Departure Point:	BUNNELL, FL (X47)	Type of Flight Plan Filed:	None
Destination:	(7FL6)	Type of Clearance:	None
Departure Time:	1035 EST	Type of Airspace:	Class E

Airport Information

Airport:	SPRUCE CREEK (7FL6)	Runway Surface Type:	Asphalt
Airport Elevation:	24 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALAN C STONE	Report Date:	11/30/2000
Additional Participating Persons:	LARRY L STORIE; ORLANDO, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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