



National Transportation Safety Board Aviation Accident Final Report

Location:	Angel Fire, NM	Accident Number:	DEN01LA080
Date & Time:	04/01/2001, 1045 MDT	Registration:	N679WB
Aircraft:	Fox Pegazair 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The initial portion of the airplane's takeoff on runway 17 was normal. The wind was from 250 degrees at 15 knots. Just as the airplane lifted off, a crosswind blew it off the left side of the runway. The airplane struck a fence and nosed over. The pilot said that it was "likely that a wind gust in excess of the aircraft's capability was encountered."

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 takeoff. A contributing factors was the gusty crosswind condition.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

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

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) OBJECT - FENCE

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On April 1, 2001, approximately 1045 mountain daylight time, N679WB, a Fox Pegazair 100, owned and operated by the pilot was substantially damaged when it collided with terrain during takeoff from Angel Fire, New Mexico, Airport. The commercial pilot, the only occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight was originating at the time of the accident.

In a telephone interview, the pilot said he was making a takeoff on runway 17. Just as the airplane lifted off, a crosswind blew it off the left side of the runway. The airplane struck a fence and nosed over. At the time of the accident, the wind was from 250 degrees at 15 knots.

In his accident report, the pilot said the initial portion of the takeoff was normal, but after the airplane had rolled 520 feet, "directional control was lost and the aircraft departed the runway at about a 30 degree angle." The airplane became airborne and continued 524 feet before crossing a small ditch and colliding with a barbed wire fence. The airplane traveled another 40 feet before striking the ground in a right wing low attitude. The right main landing gear collapsed and the airplane skidded another 16 feet before nosing over. The pilot said that there were gusty crosswinds at the time of the accident and that it was "likely that a wind gust in excess of the aircraft's capability was encountered."

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/22/1999
Occupational Pilot:		Last Flight Review or Equivalent:	06/20/2000
Flight Time:	2013 hours (Total, all aircraft), 305 hours (Total, this make and model), 1988 hours (Pilot In Command, all aircraft), 19 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:	Fox	Registration:	N679WB
Model/Series:	Pegazair 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	001WF
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/08/2000, Condition	Certified Max Gross Wt.:	1350 lbs
Time Since Last Inspection:	32 Hours	Engines:	1 Reciprocating
Airframe Total Time:	305 Hours at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	914UL
Registered Owner:	Will E. Fox	Rated Power:	115 hp
Operator:	Will E. Fox	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SKX, 8380 ft msl	Distance from Accident Site:	
Observation Time:	1035 MDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / -7° C
Precipitation and Obscuration:			
Departure Point:	Angel Fire, NM (AXX)	Type of Flight Plan Filed:	None
Destination:	Taos, NM (SKX)	Type of Clearance:	None
Departure Time:	1045 MDT	Type of Airspace:	Class G

Airport Information

Airport:	Angel Fire (AXX)	Runway Surface Type:	Asphalt
Airport Elevation:	8380 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	8900 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Report Date:	07/30/2001
Additional Participating Persons:	Patrick M MacQuarrie; FAA Flight Standards District Office; Albuquerque, NM		
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.ntsbt.gov/pubdms/ .		

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