



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Angel Fire, NM | Accident Number: | DEN01LA080 |
| Date & Time: | 04/01/2001, 1045 MDT | Registration: | N679WB |
| Aircraft: | Fox Pegazair 100 | 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

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

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------------------------|
| Certificate: | Flight Instructor; Commercial | Age: | 48 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Glider | Instructor Rating(s): | Airplane Single-engine |
| 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 | Engines: | 1 Reciprocating |
| Operator: | Will E. Fox | Engine Manufacturer: | Rotax |
| Operating Certificate(s) Held: | None | Engine Model/Series: | 914UL |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | SKX, 8380 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None | Wind Speed/Gusts, Direction: | 9 knots / , 240° |
| Temperature: | 13°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Angel Fire, NM (AXX) | Destination: | Taos, NM (SKX) |

Airport Information

| | | | |
|-----------------------------|------------------|----------------------------------|---------|
| Airport: | Angel Fire (AXX) | Runway Surface Type: | Asphalt |
| Runway Used: | 17 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 8900 ft / 100 ft | | |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Arnold W Scott

Adopted Date: 07/30/2001

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/>.

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.