



National Transportation Safety Board Aviation Accident Final Report

Location:	Ozawkie, KS	Accident Number:	CHI02LA226
Date & Time:	08/01/2002, 1300 CDT	Registration:	N1029G
Aircraft:	Giroux Air Cam	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The amateur built airplane collided with trees during the climb phase of an aborted landing. The pilot reported that while on short final the airplane seemed to be traveling faster than normal although the airspeed indicator was indicating a normal approach speed of about 45 mph. He stated the airplane floated during the landing. He reported that he applied the brakes when the main gear touched down, but the airplane still seemed to be going too fast. He stated that he decided to go around when he reached a point approximately two-thirds the way down the 650 foot long landing area. The pilot reported he added full power, but was unable to gain sufficient altitude to clear trees at the end of the landing area. The airplane contacted the trees at an estimated altitude of about 20 feet. The pilot reported the landing area was a combination of a gravel driveway and grass area. He stated the normal landing distance for the airplane is about 250 feet. The normal takeoff distance with two adults and at gross weight is about 160 feet. The landing was being made to the west and the pilot reported the local winds were from the west southwest at 5 to 8 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the landing. A contributing factor was the excessive airspeed.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. (F) OBJECT - TREE(S)
 2. (F) AIRSPEED - EXCESSIVE
 3. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On August 1, 2002, at 1300 central daylight time, an amateur built Air Cam, N1029G, collided with trees during the climb phase of an aborted landing on private property near the town of Ozawkie, Kansas. The private pilot and his passenger were not injured. The airplane was substantially damaged. The Title 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The flight originated from Topeka, Kansas, at 1030.

The pilot reported that while on short final the airplane seemed to be traveling faster than normal. He stated that the airspeed indicator was indicating about 45 mph which is a normal approach speed. He stated the airplane floated during the landing. He reported that he applied the brakes when the main gear touched down, but the airplane still seemed to be going too fast. He stated that he decided to go around when he reached a point approximately two-thirds the way down the 650 foot long landing area. The pilot reported he added full power, but was unable to gain sufficient altitude to clear trees at the end of the landing area. The airplane contacted the trees at an estimated altitude of about 20 feet.

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Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/25/2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	06/13/2001
Flight Time:	280 hours (Total, all aircraft), 186 hours (Total, this make and model), 230 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Giroux	Registration:	N1029G
Model/Series:	Air Cam	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Normal	Serial Number:	060
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/06/2001, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	186 Hours	Engines:	2 Reciprocating
Airframe Total Time:	186 Hours at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed	Engine Model/Series:	912S
Registered Owner:	2 Flow Corp	Rated Power:	100
Operator:	Guy Giroux	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TOP, 881 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1256 CDT	Direction from Accident Site:	215°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	36°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Topeka, KS (FOE)	Type of Flight Plan Filed:	None
Destination:	Ozawkie, KS	Type of Clearance:	None
Departure Time:	1030 CDT	Type of Airspace:	Class G

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:	39.070000, -95.626389

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	05/13/2003
Additional Participating Persons:	John Parsons; FAA - Wichita FSDO; Wichita, KS		
Publish Date:	05/18/2010		
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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