



National Transportation Safety Board Aviation Accident Data Summary

Location:	Ozawkie, KS	Accident Number:	CHI02LA226
Date & Time:	08/01/2002, 1300 CDT	Registration:	N1029G
Aircraft:	Giroux Air Cam	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

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

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	44
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Reciprocating
Operator:	Guy Giroux	Engine Manufacturer:	Rotax
Operating Certificate(s) Held:	None	Engine Model/Series:	912S
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:	TOP, 881 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	/ ,
Temperature:	36 °C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Topeka, KS (FOE)	Destination:	Ozawkie, KS

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
Latitude, Longitude:	39.070000, -95.626389		

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Adopted Date:	05/13/2003
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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