



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Manchester, MI	<b>Accident Number:</b>	CHI08CA229
<b>Date &amp; Time:</b>	08/01/2008, 1200 EDT	<b>Registration:</b>	N5025G
<b>Aircraft:</b>	Prendergast RV-7A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The pilot reported that during the landing he let the "nose come down and used brakes which caused the low clearance gear leg to dig in and begin bending." The airplane's propeller and wing subsequently contacted the "undulating" grass strip. The pilot reported no mechanical malfunctions with the airplane during the accident flight. The pilot's safety recommendation was to replace the accident gear leg with the "new revision ... from Vans [aircraft] which has greater ground clearance."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate flare during landing. Contributing to the accident was the uneven terrain.

## Findings

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) FLARE - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last Medical Exam:</b>	03/01/2008
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2500 hours (Total, all aircraft), 160 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Prendergast	<b>Registration:</b>	N5025G
<b>Model/Series:</b>	RV-7A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	71591
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/01/2008, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	1899 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	154 Hours	<b>Engine Manufacturer:</b>	Mazda
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	Rotary
<b>Registered Owner:</b>	Airnav Corp	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	John Prendergast	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSHKOSH, WI (OSH)	Type of Flight Plan Filed:	None
Destination:	Manchester, MI (75G)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## 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		

## Administrative Information

Investigator In Charge (IIC):	Edward F Malinowski	Adopted Date:	08/28/2008
Additional Participating Persons:	Richard D Anderson; Detroit, MI, FSDO		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.