



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Griffith, IN	<b>Accident Number:</b>	CEN09LA276
<b>Date &amp; Time:</b>	05/02/2009, 0740 CDT	<b>Registration:</b>	N20GH
<b>Aircraft:</b>	HAWKINS AUGUST E AVENTURA II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that the airspeed indicator failed during takeoff. He elected to continue the takeoff because there was insufficient distance to stop on the remaining runway. The pilot intended to remain in the traffic pattern and return for landing. However, as the pilot turned to left crosswind the airplane became difficult to control, pitched down and impacted the ground. A post accident examination revealed that the tubing from the pitot tube was disconnected from a mating length of tubing located at the left wing root. The left wing root structure was intact and impact damage did not appear to have contributed to the pitot static system discontinuity. No other anomalies associated with a pre-impact failure were observed.

## 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 control of the airplane due to an inadvertent stall. Contributing to the accident was the failure of the airspeed indicator due to separation of the pitot-static line at the left wing root.

## Findings

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<b>Aircraft</b>	Performance/control parameters - Not attained/maintained (Cause) Airspeed/mach indicating - Failure (Factor) Pitot/static system - Damaged/degraded
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)

## Factual Information

On May 2, 2009, about 0740 central daylight time, an amateur-built Hawkins Aventura II airplane, N20GH, was substantially damaged during an in-flight collision with terrain after takeoff from runway 26 (4,900 feet by 75 feet, asphalt) at Griffith-Merrillville Airport (05C), Griffith, Indiana. The flight was being conducted under 14 Code of Federal Regulations Part 91 without a flight plan. Visual meteorological conditions prevailed. The pilot sustained serious injuries. The local flight departed immediately prior to the accident.

The pilot stated that the airspeed indicator failed during takeoff. He elected to continue the takeoff because there was insufficient distance to stop on the remaining runway. The pilot intended to remain in the traffic pattern and return for landing. However, as he turned to left crosswind the airplane became difficult to control, pitched down and impacted the ground. The pilot noted that he was briefly knocked unconscious. When he regained consciousness, the engine was still running and he shut it off. The airplane came to rest in a swampy area about 600 feet south of the runway.

The amateur-built aircraft sustained damage to the left wing and left side of the nose. A post accident examination revealed a discontinuity in the pitot-static system. Specifically, tubing from the pitot tube was disconnected from a mating length of tubing located at the left wing root. The left wing remained attached to the fuselage at the wing root and the wing root structure was intact. Flight control continuity was confirmed. No other anomalies associated with a pre-impact failure were observed.

## History of Flight

Takeoff	Flight instrument malf/fail Aerodynamic stall/spin (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

## Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	11/06/2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1790 hours (Total, all aircraft), 140 hours (Total, this make and model), 1732 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	HAWKINS AUGUST E	Registration:	N20GH
Model/Series:	AVENTURA II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	AA2A0123
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/26/2009, Conditional	Certified Max Gross Wt.:	1430 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	140 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 hp
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	GYG, 591 ft msl	Observation Time:	0740 CDT
Distance from Accident Site:	6 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	360°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 25000 ft agl	Temperature/Dew Point:	11° C / 5° C
Lowest Ceiling:	None	Visibility	15 Miles
Wind Speed/Gusts, Direction:	5 knots, 240°	Visibility (RVR):	
Altimeter Setting:	30.01 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Griffith, IN (05C)	Type of Flight Plan Filed:	None
Destination:	Griffith, IN (05C)	Type of Clearance:	None
Departure Time:	0738 CDT	Type of Airspace:	

## Airport Information

Airport:	Griffith-Merrillville (05C)	Runway Surface Type:	Asphalt
Airport Elevation:	634 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4900 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Timothy Sorensen	<b>Adopted Date:</b>	11/09/2009
<b>Additional Participating Persons:</b>	Samuel Heiter; FAA-South Bend FSDO; South Bend, IN		
<b>Publish Date:</b>	11/21/2009		
<b>Investigation Docket:</b>	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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