



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Lakeland, FL	<b>Accident Number:</b>	ERA10LA251
<b>Date &amp; Time:</b>	05/01/2010, 1852 EDT	<b>Registration:</b>	N34926
<b>Aircraft:</b>	INTERSTATE S1A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Unknown or undetermined	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

After takeoff, the airplane climbed about 500 feet and turned to the left. It subsequently entered a nose-dive configuration and descended rapidly. As the airplane neared the ground, it appeared to assume a level attitude consistent with the pilot recovering from the nose dive. The airplane clipped a tree and landed hard in a field. A postaccident examination of the airplane revealed three large propeller strikes along the ground. Flight control continuity was established to all flight control surfaces and examination of the engine and system components revealed no evidence of preimpact mechanical malfunctions. No conclusive physical evidence was found to determine the reason for the sudden loss of altitude and resultant hard landing.

## 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 clearance from terrain for undetermined reasons.

## Findings

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<b>Personnel issues</b>	Incorrect action performance - Pilot (Cause)
<b>Not determined</b>	Not determined - Unknown/Not determined (Cause)

## Factual Information

On May 1, 2010, about 1852 eastern daylight time, an Interstate S1A, N34926, registered to and operated by a private individual, collided with the ground shortly after takeoff from a private airstrip in the vicinity of Lakeland, Florida. The sport pilot sustained serious injuries, and the airplane was substantially damaged. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight operated under the provisions of 14 Code of Federal Regulations, Part 91. The flight was originating at the time of the accident.

A witness located at the private airstrip observed the airplane climb to approximately 500 feet after takeoff. She reported that as the airplane was turning to the left, the nose of the airplane “dived”, and the airplane descended rapidly. She stated that as the airplane descended toward the ground, the pilot pulled up at the last few seconds, clipped a tree, and landed hard in a field. The airplane continued to travel forward through a fence and across a dirt road, where it nosed over and came to rest inverted.

Examination of the airplane by a Federal Aviation Administration inspector revealed that the airplane impacted a grass field. Three large propeller strikes were observed along the ground scar. Flight control continuity was established to all flight control surfaces and flight control system components revealed no evidence of preimpact mechanical malfunction. Examination of the fuel system revealed an undetermined amount of fuel remained in the fuel tanks. No water or debris was found in the fuel system. Examination of the engine revealed valve train continuity, compression, and spark from the magneto leads. The examination of the engine and system components revealed no evidence of preimpact mechanical malfunctions.

The NTSB investigator-in-charge did not receive NTSB Form 6120.1, Pilot/Operator Report from the pilot.

## History of Flight

Initial climb	Unknown or undetermined (Defining event)
Other	Miscellaneous/other

## Pilot Information

Certificate:	Sport Pilot	Age:	48, Male
Airplane Rating(s):	None	Seat Occupied:	Left
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:	Sport Pilot Without Waivers/Limitations	Last Medical Exam:	09/07/2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 4 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	INTERSTATE	Registration:	N34926
Model/Series:	S1A UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	121
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A65
Registered Owner:	On file	Rated Power:	65 hp
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	LAL, 142 ft msl	Observation Time:	1850 EDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 4500 ft agl	Temperature/Dew Point:	32° C / 20° C
Lowest Ceiling:	None	Visibility	15 Miles
Wind Speed/Gusts, Direction:	5 knots, 160°	Visibility (RVR):	
Altimeter Setting:	29.92 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Lakeland, FL	Type of Flight Plan Filed:	None
Destination:	Winter Haven, FL (GIF)	Type of Clearance:	None
Departure Time:	1845 EDT	Type of Airspace:	

## 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

**Investigator In Charge (IIC):** Eric Alleyne **Adopted Date:** 06/13/2011

**Additional Participating Persons:** Richard Scheibel; FAA/FSDO; Orlando, FL

**Publish Date:** 06/13/2011

**Investigation Docket:** <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75906>

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