



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Visalia, CA	<b>Accident Number:</b>	WPR10LA271
<b>Date &amp; Time:</b>	06/01/2010, 1320 PDT	<b>Registration:</b>	N4399J
<b>Aircraft:</b>	SHAFFER WILLIAM C QUICKSILVER MX II SP	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

A witness observed the airplane in a field moving back and forth across a makeshift dirt landing strip. He then observed the airplane take off and fly in a “circling maneuver” for approximately one hour. The witness stated that the airplane was flying eastbound over the makeshift landing strip and he watched as it attempted to land in windy conditions. He observed the airplane blown by the wind slightly to the south of the landing strip and crash, flipping over an unknown number of times. A police officer noted that this may have been the pilot’s first actual flight in this airplane and that at the time of the accident there was “a variable wind in the area that did pick up.” Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the airplane landed on a soft/rough surface off the runway which resulted in the collapse of the right main gear. Further damage to the airplane occurred when the pusher propeller cut through a tail support tube of the airplane. The pilot did not hold any pilot or medical certificate.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the gusty crosswind conditions and failure to maintain runway alignment while landing.

## Findings

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<b>Aircraft</b>	Crosswind correction - Not attained/maintained (Cause)
<b>Personnel issues</b>	Incorrect action performance - Pilot (Cause)
<b>Environmental issues</b>	Crosswind - Response/compensation (Cause)

## Factual Information

On June 1, 2010, about 1320 Pacific daylight time, an experimental Quicksilver MX II SP airplane, N4399J, was substantially damaged during landing in a field near Visalia, California. The non-certified pilot, the sole occupant of the airplane, was uninjured. The airplane had recently been purchased and was operated by the pilot under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed.

In a witness statement obtained by the Visalia Police Department, the witness observed a yellow airplane in a field moving back and forth across a dirt landing strip. He then observed the airplane take off and fly in a “circling maneuver” for approximately one hour. The witness stated that the airplane was flying eastbound over the makeshift landing strip and he watched as it attempted to land in windy conditions. He observed the airplane blown by the wind slightly to the south of the landing strip and crash, flipping over an unknown number of times.

The pilot stated to the Visalia Police Department that he had just purchased the airplane and that he had flown this type of airplane in the past. The responding officer indicated in the police report that this may have been the pilot’s first actual flight in this airplane. He also documented that at the time of the accident there was “a variable wind in the area that did pick up.” The police report documented that one of the landing gear tires made contact with the ground approximately 45 feet south of the runway and that the airplane appeared to be traveling in a southeasterly direction.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the airplane landed on a soft/rough surface which resulted in the collapse of the right main gear. Further damage to the airplane occurred when the pusher propeller cut through a tail support tube of the airplane.

## History of Flight

Landing	Other weather encounter
	Loss of control in flight (Defining event)
	Runway excursion
	Landing gear collapse

## Pilot Information

Certificate:	None	Age:	56, 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:	None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	100 hours (Total, all aircraft), 1 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SHAFFER WILLIAM C	Registration:	N4399J
Model/Series:	QUICKSILVER MX II SP	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental Light Sport	Serial Number:	3916887
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	582DCDI
Registered Owner:	Pending	Rated Power:	65 hp
Operator:	Roland Longpre	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KVIS, 295 ft msl	Observation Time:	1315 PDT
Distance from Accident Site:	7 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	260°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	27° C / 10° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 320°	Visibility (RVR):	
Altimeter Setting:	29.94 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Visalia, CA (None)	Type of Flight Plan Filed:	None
Destination:	Visalia, CA (None)	Type of Clearance:	None
Departure Time:	PDT	Type of Airspace:	

## Airport Information

<b>Airport:</b>	Private Runway (None)	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	N/A	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full Stop

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jefferey R Rich	<b>Adopted Date:</b>	10/21/2010
<b>Additional Participating Persons:</b>	Doug Kredit; FAA Fresno FSDO; Fresno, CA		
<b>Publish Date:</b>	10/21/2010		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76181">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76181</a>		

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