



National Transportation Safety Board Aviation Accident Final Report

Location:	Carlsbad, CA	Accident Number:	WPR10CA428
Date & Time:	08/01/2010, 1600 PDT	Registration:	N525JH
Aircraft:	HOLMGREEN JOHN B RV8A	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the takeoff roll, at the time of rotation, the canopy started to slide rearward. As the pilot attempted to close the canopy the airplane nosed over and the propeller struck the runway, substantially damaging the airplane's firewall. The pilot further reported that the accident could have been prevented by conducting a "second check of proper canopy closure prior to entering [the] runway." The pilot reported no mechanical failures or malfunctions with the airframe or engine prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate pretakeoff checks and failure to maintain control during the takeoff roll. Contributing to the accident was the pilot's diverted attention due to the open canopy.

Findings

Personnel issues	Aircraft control - Pilot (Cause) Preflight inspection - Pilot (Cause) Attention - Pilot (Factor)
-------------------------	--

Factual Information

History of Flight

Prior to flight	Preflight or dispatch event
Takeoff	Nose over/nose down (Defining event) Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine Land	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 3 With Waivers/Limitations	Last Medical Exam:	10/02/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/28/2009
Flight Time:	372 hours (Total, all aircraft), 108 hours (Total, this make and model), 274 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	HOLMGREEN JOHN B	Registration:	N525JH
Model/Series:	RV8A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	81824
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/23/2009, Conditional	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	270 Hours	Engine Manufacturer:	Superior
ELT:	Installed, not activated	Engine Model/Series:	XP360 A1C2
Registered Owner:	MOLLER SCOTT	Rated Power:	180 hp
Operator:	Dickson Clark	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	CRQ, 331 ft msl	Observation Time:	1553 PDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	21° C / 15° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 240°	Visibility (RVR):	
Altimeter Setting:	29.9 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Carlsbad, CA (CRQ)	Type of Flight Plan Filed:	None
Destination:	Cameron Park, CA (O61)	Type of Clearance:	None
Departure Time:	1600 PDT	Type of Airspace:	

Airport Information

Airport:	McClellan - Palomar Airport (CRQ)	Runway Surface Type:	Asphalt
Airport Elevation:	331 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4897 ft / 150 ft	VFR Approach/Landing:	None

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):	Debra J Eckrote	Adopted Date:	01/07/2011
Additional Participating Persons:	Scott M Worthington; Federal Aviation Administration; San Diego, CA		
Publish Date:	01/07/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77085		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.