



National Transportation Safety Board Aviation Accident Final Report

Location:	Jackson, GA	Accident Number:	ERA11LA003
Date & Time:	10/01/2010, 1240 EDT	Registration:	N2117S
Aircraft:	YOST EDWIN S GLASAIR SH-2	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, the airplane began drifting to the left just after takeoff. He attempted to correct the drift; however, the flight controls had no effect. The airplane then began banking to the right until it impacted the ground, coming to rest inverted next to a hangar. A postaccident examination of the airplane did not reveal any preimpact abnormalities that would have prevented the normal use of the flight controls.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of aircraft control for undetermined reasons.

Findings

Aircraft	Performance/control parameters - Not specified (Cause)
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Factual Information

On October 1, 2010, about 1240 eastern daylight time, an experimental amateur-built Yost Glasair SH-2, N2117S, collided with terrain immediately after takeoff from runway 18 at Seven Lakes Airport (62GA), Jackson, Georgia. The certificated private pilot and passenger sustained minor injuries. The airplane sustained substantial damage. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight to Henry Tift Myers Airport (TMA), Tifton, Georgia. The flight was operated under the provisions of 14 Code of Federal Regulations Part 91.

The pilot reported to a Federal Aviation Administration (FAA) inspector that after the airplane became airborne, it began to drift to the left. He attempted to correct the airplane with the flight controls; however, the controls had no effect. The airplane began to bank to the right and continued until the right wing struck the ground.

In a written statement, a witness reported that the airplane became airborne, banked about 80 degrees to the right, and then banked further to the right. The wingtip struck the ground, and the airplane cart wheeled off the right side of the runway.

An FAA inspector that responded to the accident location reported that the airplane came to rest about 20 feet outside of an airport hangar. The airplane's engine was impact separated and located inside the hangar.

According to the airport manager, the airplane had accrued approximately 600 hours in the previous three years, and that the owner sublet part of a hangar at the airport. He could not remember the previous time the airplane had flown but thought it was earlier in the week.

The pilot reported approximately 500 hours total flight time as pilot in command, about 140 hours of which were in the accident airplane make and model. His most recent flight review was completed in November, 2008. His most recent FAA third-class medical certificate was issued January, 28, 2009.

The tailwheel equipped airplane was built in 1984, and had accumulated about 500 hours total flight time at the time of the accident. The airplane's most recent conditional inspection was completed in June 2010.

An FAA inspector examined the airplane on October 4, 2010 at a local salvage facility. Both wings exhibited impact damage to the leading edge. The right wing aileron remained attached at the inboard attach point and the left wing aileron remained attached at the attach points. The right flap was impact separated at the attach point. Continuity was confirmed to all flight control surfaces from the control column. Continuity was confirmed throughout the engine and compression was confirmed on all of the cylinders utilizing the thumb compression method. No preimpact malfunctions or abnormalities were noted that would have precluded normal operations.

History of Flight

Takeoff	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine Land	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:	Class 3 Without Waivers/Limitations	Last Medical Exam:	01/28/2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	11/01/2008
Flight Time:	(Estimated) , 500 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	YOST EDWIN S	Registration:	N2117S
Model/Series:	GLASAIR SH-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	120
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/01/2010, Continuous Airworthiness	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	500 Hours	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320 E2O
Registered Owner:	COBA INC	Rated Power:	180 hp
Operator:	Michael Childers	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	OPN, 798 ft msl	Observation Time:	1240 EDT
Distance from Accident Site:	29 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	245°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	26° C / 14° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 40°	Visibility (RVR):	
Altimeter Setting:	29.86 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jackson, GA (62GA)	Type of Flight Plan Filed:	None
Destination:	Tifton, GA (TMA)	Type of Clearance:	None
Departure Time:	1240 EDT	Type of Airspace:	

Airport Information

Airport:	Seven Lakes Airport (62GA)	Runway Surface Type:	Grass/turf
Airport Elevation:	630 ft	Runway Surface Condition:	Dry; Vegetation
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2930 ft / 130 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor		

Administrative Information

Investigator In Charge (IIC):	Shawn Etcher	Adopted Date:	11/29/2011
Additional Participating Persons:	James E Parten; FAA/FSDO; College Park, GA		
Publish Date:	11/29/2011		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77476		

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