



National Transportation Safety Board Aviation Accident Data Summary

Location:	Brownsville, TX	Accident Number:	CEN11CA215
Date & Time:	03/02/2011, 1245 CST	Registration:	N125GD
Aircraft:	Arion Aircraft LLC Lightning	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, he allowed the airplane's airspeed to decay on final approach. He noted that this resulted in a loss of control and a hard landing. The airplane sustained damage to both wing spars, the landing gear, and both ailerons during the landing. The pilot stated that there were no preimpact failures or malfunctions associated with the airplane.

Flight Events

Landing-flare/touchdown - Loss of control in flight
Landing-flare/touchdown - Abnormal runway contact
Landing-flare/touchdown - Hard landing

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to maintain adequate airspeed on final approach, resulting in a loss of control and a hard landing.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C
Personnel issues-Action/decision-Action-Lack of action-Pilot - C
Personnel issues-Experience/knowledge-Training-Recent instruct/training recvd-Pilot

Pilot Information

Certificate:	Private	Age:	69
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	600 hours (Total, all aircraft), 13 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Arion Aircraft LLC	Registration:	N125GD
Model/Series:	Lightning LS-1	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Jabiru
Air Carrier Operating Certificate:	None	Engine Model/Series:	3300
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KBRO, 22 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	4 knots, Variable
Temperature:	25°C / 13°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brownsville, TX (BRO)	Destination:	Brownsville, TX (BRO)

Airport Information

Airport:	Brownsville / S Padre Island (BRO)	Runway Surface Type:	Asphalt
Runway Used:	13R	Runway Surface Condition:	Dry
Runway Length/Width:	7399 ft / 150 ft		

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

Administrative Information

Investigator In Charge (IIC):	Thomas Latson	Adopted Date:	06/08/2011
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=78512		

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.