



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Garden City, KS | Accident Number: | CEN11CA447 |
| Date & Time: | 07/02/2011, 1910 CDT | Registration: | N125GD |
| Aircraft: | ARION AIRCRAFT LLC LIGHTNING LS-1 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

According to the pilot, he had performed one go-around because he believed his speed was too fast. During the second attempt to land, the airplane landed hard and departed the right side of the runway. The right main landing gear separated and the nose gear collapsed. A postaccident examination of the airframe revealed that the engine was partially separated from the fuselage and there was substantial damage to the right-wing spar box. The pilot did not report any preaccident mechanical anomalies or failures.

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 aircraft control while landing.

Findings

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|-------------------------|--|
| Aircraft | Performance/control parameters - Not attained/maintained (Cause) |
| Personnel issues | Aircraft control - Pilot (Cause) |

Factual Information

History of Flight

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|-------------------------|---|
| Landing-flare/touchdown | Windshear or thunderstorm Loss of control on ground (Defining event) |
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Pilot Information

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|---------------------------|---|-----------------------------------|----------------------------|
| Certificate: | Private | Age: | 69, 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 With Waivers/Limitations | Last Medical Exam: | 09/16/2009 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | 08/28/2007 |
| Flight Time: | 625 hours (Total, all aircraft), 17 hours (Total, this make and model), 625 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|----------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer: | ARION AIRCRAFT LLC | Registration: | N125GD |
| Model/Series: | LIGHTNING LS-1 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Special Light-Sport | Serial Number: | 105 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 12/01/2010, Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 47 Hours | Engine Manufacturer: | Jabiru |
| ELT: | Installed, not activated | Engine Model/Series: | 33A |
| Registered Owner: | Drussel Sead & Supply, Inc | Rated Power: | |
| Operator: | On file | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | KGCK, 2891 ft msl | Observation Time: | 1854 CDT |
| Distance from Accident Site: | | Condition of Light: | Day |
| Direction from Accident Site: | | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 36°C / 6°C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 12 knots/ 20 knots, 170° | Visibility (RVR): | |
| Altimeter Setting: | 29.94 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Garden City, KS (KGCK) | Type of Flight Plan Filed: | None |
| Destination: | Garden City, KS (KGCK) | Type of Clearance: | None |
| Departure Time: | 1830 CDT | Type of Airspace: | |

Airport Information

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|----------------------|-------------------------------------|---------------------------|-----------|
| Airport: | Garden City Regional Airport (KGCK) | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | Dry |
| Runway Used: | 17 | IFR Approach: | None |
| Runway Length/Width: | 7300 ft / 100 ft | VFR Approach/Landing: | Full Stop |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Jennifer Rodi | Adopted Date: | 10/17/2011 |
| Additional Participating Persons: | Webster McKinley; FAA FSDO; Wichita, KS | | |
| Publish Date: | 10/17/2011 | | |
| 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=80990 | | |

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.