# National Transportation Safety Board
# Aviation Accident Data Summary

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| **Location:** | Sebastian, FL | **Accident Number:** | ERA14LA279 |
| **Date & Time:** | 06/02/2014, 1700 EDT | **Registration:** | N360VT |
| **Aircraft:** | FREDERICK HAYS-ROTH VELOCITY TWIN | **Injuries:** | 1 None |
| **Flight Conducted Under:** | Part 91: General Aviation - Personal | | |

## Analysis

The pilot/owner reported that he accompanied the chief pilot of the airplane kit manufacturer on operational ground and flight tests of the airplane following the installation of a rebuilt left propeller. The tests were “normal,” and the chief pilot deplaned. The pilot then serviced the airplane with fuel and departed to perform three solo takeoffs and landings. On the third takeoff, the airplane pulled left and required hard right rudder to maintain runway alignment. When the airplane was about traffic pattern altitude, the pilot noted a 1,200-rpm difference between the left and right engines; the left engine was producing 1,400 rpm, and the right engine was producing 2,600 rpm. While flying the remainder of the traffic pattern, the pilot attempted to troubleshoot and get the rpm on the two engines to match until he was on final approach to the runway. The pilot reduced the engine power to idle as the airplane crossed the runway threshold, and the airplane “floated awhile” before touching down and subsequently bouncing again. The pilot stated that, during the second touchdown, the left wing lifted “due to the crosswind from the left” and that he had inadequate speed to control the airplane. The pilot chose to abort the landing after the second bounce when the airplane was at a 45-degree, nose-high attitude. Both engines accelerated to full power, but the airplane collided with the runway, and both main landing gear and propellers were separated. Examination of the propeller assembly revealed no preimpact mechanical anomalies, and all noted damage was consistent with impact and overstress.

## Flight Events

Approach-VFR pattern downwind - Unknown or undetermined
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 improper landing flare, which resulted in a bounced landing. Also causal to the accident were the pilot’s subsequent delayed decision to abort the landing and his improper execution of the aborted landing, which resulted in the airplane exceeding its critical angle-of-attack and experiencing an aerodynamic stall.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Incorrect use/operation - C
Aircraft-Aircraft propeller/rotor-Propeller system-(general)-Not specified
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Not

attained/maintained - C
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - C

## Pilot Information

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| **Certificate:** | Private | **Age:** | 66 |
| **Airplane Rating(s):** | Multi-engine Land; Single-engine Land; Single-engine Sea | **Instrument Rating(s):** | Airplane |
| **Other Aircraft Rating(s):** | None | **Instructor Rating(s):** | None |
| **Flight Time:** | 1470 hours (Total, all aircraft), 15 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

## Aircraft and Owner/Operator Information

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|---|---|---|---|
| **Aircraft Manufacturer:** | FREDERICK HAYS-ROTH | **Registration:** | N360VT |
| **Model/Series:** | VELOCITY TWIN | **Engines:** | Reciprocating |
| **Operator:** | BAY AREA AIR LLC | **Engine Manufacturer:** | Lycoming |
| **Air Carrier Operating Certificate:** | None | **Engine Model/Series:** | IO-320 |
| **Flight Conducted Under:** | Part 91: General Aviation - Personal | | |

## Meteorological Information and Flight Plan

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| **Observation Facility, Elevation:** | VRB, 23 ft msl | **Weather Information Source:** | Weather Observation Facility |
| **Conditions at Accident Site:** | Visual Conditions | **Lowest Ceiling:** | Overcast / 3600 ft agl |
| **Condition of Light:** | Day | **Wind Speed/Gusts, Direction:** | 12 knots/ 15 knots, 80° |
| **Temperature:** | 26°C / 19°C | **Visibility** | 10 Miles |
| **Precipitation and Obscuration:** | No Precipitation | | |
| **Departure Point:** | Sebastian, FL (X26) | **Destination:** | Sebastian, FL (X26) |

## Airport Information

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| **Airport:** | SEBASTIAN MUNI (X26) | **Runway Surface Type:** | Asphalt |
| **Runway Used:** | 10 | **Runway Surface Condition:** | Dry |
| **Runway Length/Width:** | 3199 ft / 75 ft | | |

## Wreckage and Impact Information

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

## Administrative Information

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| **Investigator In Charge (IIC):** | Brian C Rayner | **Adopted Date:** | 06/22/2015 |
| **Note:** | The NTSB did not travel to the scene of this accident. | | |
| **Investigation Docket:** | http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=89358 | | |