



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Eustis, FL	<b>Accident Number:</b>	ERA15CA118
<b>Date &amp; Time:</b>	01/02/2015, 1730 EST	<b>Registration:</b>	N516VB
<b>Aircraft:</b>	DAYTON A BABCOCK STORM	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

At the conclusion of a local formation flight, the flight of weight-shift-control aircraft returned to their home airport and entered the traffic pattern. During the landing flare, the accident pilot encountered the "prop wash" of the preceding aircraft, which resulted in his aircraft entering an uncommanded right bank. The pilot attempted to counteract the turn by applying a left banking control input, but the left main landing gear and nose landing gear impacted the ground, and further aggravated the turn. The nose landing gear then collapsed and dug into the soft turf runway, and the aircraft overturned to the right, where it came to rest on its right side. Examination of the wreckage by a Federal Aviation Administration inspector revealed that the airframe had been substantially damaged during the accident. The pilot reported that there were no mechanical malfunctions or failures or the aircraft that would have precluded normal operation, and when asked how the accident might have been prevented, the pilot stated, "...I could have performed (possibly) a go-around."

## 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 adequate spacing from the preceding aircraft during a formation landing, resulting in an inadvertent "prop wash" encounter, loss of control, and impact with terrain.

## Findings

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Personnel issues	Decision making/judgment - Pilot (Cause)
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## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Aircraft wake turb encounter Loss of control in flight (Defining event) Abnormal runway contact
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### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Sport Pilot	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With Waivers/Limitations	<b>Last Medical Exam:</b>	08/13/2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	08/09/2014
<b>Flight Time:</b>	15000 hours (Total, all aircraft), 350 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 211 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	DAYTON A BABCOCK	<b>Registration:</b>	N516VB
<b>Model/Series:</b>	STORM	<b>Aircraft Category:</b>	Weight-Shift
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	TTS61
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/12/2014, Conditional	<b>Certified Max Gross Wt.:</b>	950 lbs
<b>Time Since Last Inspection:</b>	25 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	25 Hours	<b>Engine Manufacturer:</b>	Suzuki
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	G13B
<b>Registered Owner:</b>	Lake Hoppers Air Adventures, Inc.	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	Lake Hoppers Air Adventures, Inc.	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	LEE, 77 ft msl	Observation Time:	2253 UTC
Distance from Accident Site:	10 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	262°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Thin Broken / 7000 ft agl	Temperature/Dew Point:	23°C / 19°C
Lowest Ceiling:	Broken / 7000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 40°	Visibility (RVR):	
Altimeter Setting:	30.22 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Eustis, FL (X55)	Type of Flight Plan Filed:	None
Destination:	Eustis, FL (X55)	Type of Clearance:	None
Departure Time:	1645 EST	Type of Airspace:	

## Airport Information

Airport:	MID FLORIDA AIR SERVICE (X55)	Runway Surface Type:	Grass/turf
Airport Elevation:	167 ft	Runway Surface Condition:	Dry; Soft
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3200 ft / 80 ft	VFR Approach/Landing:	Traffic Pattern

## 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):	Dennis Diaz	Adopted Date:	07/29/2015
Additional Participating Persons:	Cheryl King; FAA/FSDO; Orlando, FL		
Publish Date:	07/29/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=90685">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=90685</a>		

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