



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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."

## Flight Events

Landing-flare/touchdown - Aircraft wake turb encounter  
Landing-flare/touchdown - Loss of control in flight  
Landing-flare/touchdown - Abnormal runway contact

## Probable Cause

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

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

## 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>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Lake Hoppers Air Adventures, Inc.	<b>Engine Manufacturer:</b>	Suzuki
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	G13B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	LEE, 77 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 7000 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	5 knots, 40°
<b>Temperature:</b>	23° C / 19° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Eustis, FL (X55)	<b>Destination:</b>	Eustis, FL (X55)

## Airport Information

<b>Airport:</b>	MID FLORIDA AIR SERVICE (X55)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Dry; Soft
<b>Runway Length/Width:</b>	3200 ft / 80 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dennis Diaz	<b>Adopted Date:</b>	07/29/2015
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90685">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90685</a>		

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