



National Transportation Safety Board Aviation Accident Data Summary

Location:	Advance, IN	Accident Number:	CEN15FA194
Date & Time:	04/03/2015, 1540 EDT	Registration:	N555GD
Aircraft:	S C AEROSTAR S A YAK 52TW	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Radar data showed the airplane maneuvering in visual meteorological conditions before radar contact was lost. Although the radar data showed the accident flight's ground track, altitude information was not available for the maneuvering portion of the flight for reasons that could not be determined because the airplane's transponder was destroyed. There were no witnesses to the accident. Examination of the accident site indicated a high-air-speed, near-vertical impact with terrain consistent with a loss of airplane control. Although the wreckage was significantly fragmented, no evidence of any preimpact mechanical malfunctions or failures of the airframe or engine were noted that would have precluded normal operation. No medical issues were identified with the pilot that would have contributed to the accident. The reason for the loss of control could not be determined.

Flight Events

Maneuvering - Loss of control in flight
Maneuvering - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of airplane control while maneuvering for reasons that could not be determined because an examination of the airframe and engine did not reveal any preimpact abnormalities.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Private	Age:	58
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 1781 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	S C AEROSTAR S A	Registration:	N555GD
Model/Series:	YAK 52TW	Engines:	1 Reciprocating
Operator:	FOY GLENN	Engine Manufacturer:	MOTORSTAR
Air Carrier Operating Certificate:	None	Engine Model/Series:	M14-PDXK
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KEYE, 823 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 4600 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	14 knots/ 20 knots, 360°
Temperature:	12°C / 3°C	Visibility:	10 Miles
Precipitation and Obscuration:	No Precipitation		
Departure Point:	INDIANAPOLIS, IN (EYE)	Destination:	INDIANAPOLIS, IN (EYE)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Adopted Date:	01/14/2016
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91011		

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.

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