



National Transportation Safety Board Aviation Accident Final Report

Location:	West Middlesex, PA	Accident Number:	ERA17CA030
Date & Time:	10/28/2016, 1400 EST	Registration:	UNREG
Aircraft:	KOLB FIRE FLY	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the noncertificated pilot of the unregistered airplane, he was flying at a low altitude when he encountered a wind gust. He then lost control of the airplane, and it subsequently impacted trees, which resulted in substantial damage to the airframe. The pilot reported that there were no preimpact mechanical failures or malfunctions of the airframe or engine that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The noncertificated pilot's loss of airplane control while maneuvering at a low altitude.

Findings

Aircraft	Performance/control parameters - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Maneuvering-low-alt flying	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	None	Age:	73, Male
Airplane Rating(s):	None	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 50 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	KOLB	Registration:	UNREG
Model/Series:	FIRE FLY	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	042A021
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:		Certified Max Gross Wt.:	500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	503
Registered Owner:	On file	Rated Power:	50 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KYNG, 1186 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1851 UTC	Direction from Accident Site:	304°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	11°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	West Middlesex, PA (PA21)	Type of Flight Plan Filed:	None
Destination:	West Middlesex, PA (PA21)	Type of Clearance:	None
Departure Time:	1350 EST	Type of Airspace:	Class G

Airport Information

Airport:	West Middlesex (PA21)	Runway Surface Type:	N/A
Airport Elevation:	1100 ft	Runway Surface Condition:	Vegetation
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	41.167778, -80.501944 (est)

Administrative Information

Investigator In Charge (IIC):	Eric Alleyne	Report Date:	06/20/2017
Additional Participating Persons:	Jon Cook; FAA/FSDO; Pittsburgh, PA		
Publish Date:	06/20/2017		
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=94309		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).