



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Daingerfield, TX	<b>Accident Number:</b>	CEN17LA042
<b>Date &amp; Time:</b>	11/19/2016, 1600 CST	<b>Registration:</b>	N360XL
<b>Aircraft:</b>	NORTHWING NAVAJO	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The noncertificated pilot stated that he was unfamiliar with the accident aircraft, a light sport trike; only intended to do a high-speed taxi; and had no intention to fly. He indicated that, during the taxi test, the airplane "must have experienced a gust of wind," and the airplane lifted off, turned hard to the left, and crashed into the trees alongside the runway. The airplane sustained substantial damage to the wing. The postaccident examination did not note any mechanical anomalies with the airplane that would have precluded normal operations. The pilot reported that he had received some flight training and had some experience flying ultralights but that the controls in the ultralights were different than the controls in the accident aircraft.

## Probable Cause and Findings

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

The noncertificated pilot's unfamiliarity with the aircraft, which resulted in a loss of control during an unintentional takeoff.

## Findings

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<b>Personnel issues</b>	Total experience - Pilot (Cause)
	Total experience w/ equipment - Pilot (Cause)
	Qualification/certification - Pilot (Cause)
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

On November 19, 2016, about 1600 central standard time, a Northwing Navajo, N360XL, impacted trees during an unintentional takeoff from Greater Morris County Airport (8F5), Daingerfield, Texas. The airplane sustained substantial damage. The non-certificated pilot was seriously injured. The airplane was operated under the provisions of 14 *Code of Federal Regulations* Part 91 as a personal flight.

Witnesses told a Texas Department of Public Safety trooper that the airplane took off from 8F5. Immediately after takeoff, the airplane turned hard to the left and collided with trees next to the runway.

Two Federal Aviation Administration (FAA) inspectors went to the accident site and found the airplane on the west side of the airport in a tree line about 400 ft from the runway centerline. The airplane was lying on its left side and pointed in a southerly direction. Broken tree branches about 40 ft above the ground were noted. There was a strong odor of fuel smell at the accident site. Fuel was noted in the fuel filter bowl. There was substantial damage to the wing structure and fabric. The FAA inspectors did not report any mechanical anomalies with the airplane.

The inspectors interviewed the owner, who stated that he had recently purchased, but had not registered, the airplane. He stated that he had purchased the airplane to learn to fly. He stated that he was unaware that the airplane needed to be registered. He told the inspectors that he asked a friend to look at the airplane and check it out. His friend told him he was unfamiliar with this particular airplane and did not think it was a good idea for him to fly it. His friend boarded the airplane with the intention of making a high-speed taxi. The owner observed the airplane move down the runway, lift off the ground, then turn to the left and crash into the trees.

The inspectors interviewed the friend, who told them he had received a telephone call from the owner, who asked him to come out to the airport to look at the airplane that he had recently purchased. Upon arrival, the friend said that he was unfamiliar with the airplane and did not want to fly it. The friend stated that he intended to do a high-speed taxi only and had no intention to fly. He stated that during the taxi test, the airplane "must have experienced a gust of wind" and the airplane lifted off. It then turned hard to the left and crashed into the trees. He told the FAA inspectors that he was not a certificated pilot although he had received some flight training and had some experience flying ultralights. He said that the controls in the ultralights were different than the controls that were installed in accident airplane.

## History of Flight

Taxi	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

## Pilot Information

Certificate:	None	Age:	61, Male
Airplane Rating(s):	None	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 10 hours (Total, all aircraft), 1 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Make:	NORTHWING	Registration:	N360XL
Model/Series:	NAVAJO	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	No
Airworthiness Certificate:	Experimental Light Sport	Serial Number:	7940
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1060 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	582
Registered Owner:	Steven Eberhart	Rated Power:	65 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:	kosa	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1615 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.5 inches Hg	Temperature/Dew Point:	9°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Daingerfield, TX (8F5)	Type of Flight Plan Filed:	None
Destination:	Daingerfield, TX (8F5)	Type of Clearance:	None
Departure Time:	1900 CST	Type of Airspace:	Class G

## Airport Information

Airport:	Greater Morris County (8F5)	Runway Surface Type:	Asphalt
Airport Elevation:	402 ft	Runway Surface Condition:	Dry; Rough
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.148056, -94.700278 (est)

## Administrative Information

Investigator In Charge (IIC):	Courtney Liedler	Report Date:	08/03/2020
Additional Participating Persons:	Michael L Miles; FAA Flight Standards District Office; Irving, TX Greg Sheehan; FAA Flight Standards District Office; Irving, TX		
Publish Date:	08/03/2020		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94423">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94423</a>		

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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](#).