



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Oliver Springs, TN	<b>Accident Number:</b>	GAA17CA236
<b>Date &amp; Time:</b>	04/15/2017, 1525 EDT	<b>Registration:</b>	N122BD
<b>Aircraft:</b>	ZEILER BAKENG DUCE 1976 CZ	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that, during approach, while flying from the rear seat of the tandem-seat, high-wing airplane, he "needed to lose speed and altitude." He placed the airplane in a right-wing-low, forward slip, and he added that the airplane had poor forward visibility at slower speeds. He aligned the airplane with the center of the runway and "pulled the nose up slightly to slow [down]," and a "wind gust" came from the right and "pushed" the airplane over the trees. He "saw [the] tree tops coming up fast under [his] left wing," and "out of shear instinct, [he] banked slightly right to avoid going in nose first." The airplane collided with the tree tops.

The airplane sustained substantial damage to both wings and the empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 3 nautical miles from the accident site, about the time of the accident, reported that the wind was variable at 3 knots. The pilot landed to the southwest.

## Flight Events

Landing - Miscellaneous/other  
Landing - Loss of control in flight  
Landing - 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 unstabilized approach and failure to go around, which resulted in impact with trees.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
 Personnel issues-Action/decision-Action-Lack of action-Pilot - C  
 Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 277 hours (Total, all aircraft), 27 hours (Total, this make and model), 245 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ZEILER	<b>Registration:</b>	N122BD
<b>Model/Series:</b>	BAKENG DUCE 1976 CZ NO SERIES	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-290
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KOQT, 910 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 9500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , Variable
<b>Temperature:</b>	26° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WILLIAMSBURG, KY (BYL)	<b>Destination:</b>	Oliver Springs, TN

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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
<b>Latitude, Longitude:</b>	36.023333, -84.300278 (est)		

## Administrative Information

Investigator In Charge (IIC):	Eric A Swenson	Adopted Date:	06/20/2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95017">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95017</a>		

---

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.