



National Transportation Safety Board Aviation Accident Data Summary

Location:	San Saba, TX	Accident Number:	GAA18CA393
Date & Time:	07/04/2018, 0915 CDT	Registration:	N127VV
Aircraft:	Zenair ZENITH STOL CH 701	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during takeoff, he applied right rudder to counteract the left turning tendencies of the airplane, but the airplane continued left of the runway centerline. He was unable to correct back to the runway centerline when the airplane was about 5 to 10 ft above the ground, so he decided to abort the takeoff and land on the grass left of the runway. During the landing, the airplane landed hard, the nose landing gear "dug" into the grass, and the airplane nosed over.

The airplane sustained substantial damage to the wings and empennage.

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

Flight Events

Takeoff - Miscellaneous/other
Takeoff - Attempted remediation/recovery
Landing - Hard landing
Takeoff-rejected takeoff - Loss of control on ground
Takeoff-rejected takeoff - Nose over/nose down

Probable Cause

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

The pilot's improper landing flare during the aborted takeoff, which resulted in a hard landing and a nose-over.

Findings

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

Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-Soft surface-Effect on operation

Pilot Information

Certificate:	Sport Pilot	Age:	60
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 581.3 hours (Total, all aircraft), 6.3 hours (Total, this make and model), 469.9 hours (Pilot In Command, all aircraft), 25.4 hours (Last 90 days, all aircraft), 4.1 hours (Last 30 days, all aircraft), 0.3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Zenair	Registration:	N127VV
Model/Series:	ZENITH STOL CH 701 No Series	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Rotax
Operating Certificate(s) Held:	None	Engine Model/Series:	912ULS
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KAQO, 1102 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:		Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Saba, TX (81R)	Destination:	Llano, TX (AQO)

Airport Information

Airport:	SAN SABA COUNTY MUNI (81R)	Runway Surface Type:	Asphalt
Runway Used:	13	Runway Surface Condition:	Dry
Runway Length/Width:	4205 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	31.237222, -98.719167 (est)		

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Adopted Date:	03/18/2019
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=97697		

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.