



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Jefferson City, MO	<b>Accident Number:</b>	GAA19CA443
<b>Date &amp; Time:</b>	07/20/2019, 1030 CDT	<b>Registration:</b>	N12ZT
<b>Aircraft:</b>	VALLDEJULI JOHN A AEROCOMP	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot reported that, during a touch-and-go landing and shortly after touchdown, the airplane veered left. He added power, and the airplane pitched up, so he "cut the power" and corrected with right aileron, but the airplane landed hard on a grass field next to the runway, struck runway lights, and nosed over. The pilot added that the airplane was trimmed for landing. The airplane sustained substantial damage to the right-wing lift strut and empennage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The pilot reported that the wind was from 030° at 10 to 15 knots, gusting to 20 knots.

## Probable Cause and Findings

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

The pilot's failure to maintain directional control during a touch-and-go landing in gusting crosswind conditions, which resulted in a runway excursion, impact with runway lights, and a nose-over.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Gusts - Effect on operation (Cause) Crosswind - Effect on operation (Cause) Runway/taxi/approach light - Effect on operation (Cause)

## Factual Information

### History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-flare/touchdown	Nose over/nose down

### Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	06/24/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/16/2018
Flight Time:	(Estimated) 3031 hours (Total, all aircraft), 35 hours (Total, this make and model), 3031 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	VALLDEJULI JOHN A	Registration:	N12ZT
Model/Series:	AEROCOMP 7	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	98-175
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	11/15/2018, Condition	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	310 Hours as of last inspection	Engine Manufacturer:	Walter
ELT:	Installed, not activated	Engine Model/Series:	601-D
Registered Owner:	Comp Air Wings Llc	Rated Power:	657 hp
Operator:	Comp Air Wings Llc	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KCOU, 898 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1454 UTC	Direction from Accident Site:	348°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	30° C / 23° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jefferson City, MO (JEF)	Type of Flight Plan Filed:	None
Destination:	Jefferson City, MO (JEF)	Type of Clearance:	None
Departure Time:	1000 CDT	Type of Airspace:	Class D

## Airport Information

Airport:	Jefferson City Memorial (JEF)	Runway Surface Type:	Concrete
Airport Elevation:	549 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.591111, -92.156111 (est)

## Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	04/13/2020
Additional Participating Persons:	David Plumb; FAA; Kansas City, MO		
Publish Date:	04/13/2020		
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=99902">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=99902</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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).