



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Reno, NV	<b>Accident Number:</b>	GAA19CA550
<b>Date &amp; Time:</b>	09/16/2019, 1015 PDT	<b>Registration:</b>	N123T
<b>Aircraft:</b>	Pzl Okecie PZL104	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot of the tailwheel equipped airplane reported that prior to departure, while he refueled the airplane and taxied to the runway, the wind was "picking up and gusting" but "were comfortably within [his] personal and aircraft limits." During takeoff, as he "rolled on the power," the right wing started to lift so he corrected with full control input left but the airplane rolled to the right and impacted terrain. The pilot added that he did not get a wind check

The airplane sustained substantial damage to both wings and fuselage.

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

The airport's automated weather observation station reported that, about the time of the accident, the wind was 220° at 24 knots, gusting to 38 knots. The airplane was departing from runway 26.

According to the manufacturer's Pilot's Operating Handbook for an unmodified airplane, the maximum demonstrated crosswind is 11.7 knots.

The steady state crosswind component for the accident flight was 15 knots, with gusting winds, the crosswind component for the accident flight was 24 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 bank control during takeoff in gusting crosswind conditions, resulting in a loss of control in flight and subsequent impact with terrain.

## Findings

<b>Aircraft</b>	Lateral/bank 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)

## Factual Information

### History of Flight

Takeoff	Loss of control in flight (Defining event) Attempted remediation/recovery
Uncontrolled descent	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	03/14/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	03/15/2019
Flight Time:	(Estimated) 10350 hours (Total, all aircraft), 300 hours (Total, this make and model), 9700 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Pzl Okecie	Registration:	N123T
Model/Series:	PZL104 M	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	00060024
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	07/10/2019, Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	695 Hours as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6-28
Registered Owner:	On file	Rated Power:	680 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:	KRTS, 5053 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1655 UTC	Direction from Accident Site:	164°
Lowest Cloud Condition:	Clear	Visibility	7 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	24 knots / 38 knots	Turbulence Type Forecast/Actual:	None / Convective
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	17°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno, NV (RTS)	Type of Flight Plan Filed:	None
Destination:	Spanish Fork, UT (SPK)	Type of Clearance:	VFR; VFR Flight Following
Departure Time:	1015 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	Reno/Stead (RTS)	Runway Surface Type:	Asphalt
Airport Elevation:	5050 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	7608 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	39.668056, -119.876389 (est)

## Administrative Information

Investigator In Charge (IIC):	Eric M Gutierrez	Report Date:	03/17/2020
Additional Participating Persons:	Charles Geyer; FAA; Reno, NV		
Publish Date:	03/17/2020		
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=100275">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100275</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](#).