



National Transportation Safety Board Aviation Accident Final Report

Location:	Coeur d'Alene, ID	Accident Number:	GAA20CA019
Date & Time:	10/11/2019, 1651 PDT	Registration:	N92287
Aircraft:	ANTARES MA33	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The student pilot reported that his memory of the accident was "spotty." He added that, during takeoff, the weight-shift-control aircraft climbed to about 30 ft and that his foot slipped off the throttle pedal. The aircraft dove toward the ground in a left bank and impacted terrain. The aircraft sustained substantial damage to both wings.

Probable Cause and Findings

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

The student pilot's improper release of the throttle and failure to maintain lateral control during takeoff.

Findings

Aircraft	Lateral/bank control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Student pilot (Cause)
	Use of equip/system - Student pilot (Cause)

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event) Dragged wing/rotor/float/other Collision with terr/obj (non-CFIT)
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Student Pilot Information

Certificate:	Remote; Student	Age:	51, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
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)		

Aircraft and Owner/Operator Information

Aircraft Make:	ANTARES	Registration:	N92287
Model/Series:	MA33 582	Aircraft Category:	Weight-Shift
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	0242
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	582
Registered Owner:	On file	Rated Power:	
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:	KCOE, 2307 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2356 UTC	Direction from Accident Site:	153°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.24 inches Hg	Temperature/Dew Point:	10° C / -3° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Coeur d'Alene, ID (COE)	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	Unknown
Departure Time:	1651 PDT	Type of Airspace:	Class E

Airport Information

Airport:	COEUR D'ALENE - PAPPY BOYINGTO (COE)	Runway Surface Type:	Asphalt
Airport Elevation:	2320 ft	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	5400 ft / 75 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:	47.769167, -116.818611 (est)

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	05/21/2020
Additional Participating Persons:	Julie Orrick; FAA; Spokane, WA		
Publish Date:	05/21/2020		
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=100418		

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](#).