



National Transportation Safety Board Aviation Accident Final Report

Location:	Lusby, MD	Accident Number:	GAA20CA026
Date & Time:	10/12/2019, 0945 EDT	Registration:	N15WL
Aircraft:	LLEWELLYN, WARWINC W Vans RV-4	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, while taking off and just after rotation, the right wing dropped, and the airplane started to drift right. The right wing struck the runway, followed by the nose and the left wing. The airplane cart wheeled and came to rest in grass adjacent to the runway. The airplane sustained substantial damage to the fuselage and both wings. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 lateral control during takeoff, which resulted in impact with terrain and a subsequent cartwheel.

Findings

Aircraft	Lateral/bank control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	10/01/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/17/2019
Flight Time:	(Estimated) 608 hours (Total, all aircraft), 452 hours (Total, this make and model), 544 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LLEWELLYN, WARWINC W	Registration:	N15WL
Model/Series:	Vans RV-4 150	Aircraft Category:	Airplane
Year of Manufacture:	1994	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1868
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/23/2019, Condition	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	790.02 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:	On file	Rated Power:	150 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:	KNHK, 40 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1352 UTC	Direction from Accident Site:	189°
Lowest Cloud Condition:	Few / 18000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	17°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lusby, MD (MD50)	Type of Flight Plan Filed:	None
Destination:	Lusby, MD (MD50)	Type of Clearance:	None
Departure Time:	0945 EDT	Type of Airspace:	Class D

Airport Information

Airport:	Chesapeake Ranch (MD50)	Runway Surface Type:	Asphalt
Airport Elevation:	116 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	38.361111, -76.405278 (est)

Administrative Information

Investigator In Charge (IIC):	Eric M Gutierrez	Report Date:	05/21/2020
Additional Participating Persons:	Bob Nolan; FAA; Herndon, VA		
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=100443		

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](#).