

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 01/18/2001

ATL00LA036	03/07/2000	DALTON, GA	Aircraft Reg No. NONE	Time (Local): 18:00 EST
File No. 99				

Make/Model: Trike / UNKNOWN
 Engine Make/Model: Rotax /
 Aircraft Damage: Destroyed
 Number of Engines: 1
 Operating Certificate(s): None
 Type of Flight Operation: Personal
 Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	1	0	0

Last Depart. Point: Same as Accident/Incident Location
 Destination: Local Flight
 Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
 Weather Info Src: Weather Observation Facility
 Basic Weather: Visual Conditions
 Lowest Ceiling: None
 Visibility: 10.00 SM
 Wind Dir/Speed: Calm
 Temperature (°C): 19
 Precip/Obscuration:

Pilot-in-Command Age: 56

Flight Time (Hours)

Certificate(s)/Rating(s)
 Private; Single-engine Land

Total All Aircraft: 80
 Last 90 Days: Unk/Nr
 Total Make/Model: Unk/Nr
 Total Instrument Time: Unk/Nr

Instrument Ratings
 None

The two-seat airplane was flying in loose formation with two other airplanes. During final approach to landing in a private hay field, the airplane's left wing struck an oak tree. The airplane descended approximately 40 to 50 feet and collided with the ground. According to Title 14 CFR Part 103, an ultralight is a vehicle that is used or intended to be used for manned operation by a single occupant. An exemption allowing a two-seat airplane to be operated under Part 103 may be granted for flight instruction; however, according to a listing of all exemption holders, the pilot did not possess an exception.

Brief of Accident (Continued)

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DALTON, GA

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Time (Local): 18:00 EST

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's failure to maintain appropriate clearance with objects during final approach to landing. A factor was the tree.