



**National Transportation Safety Board
Factual Data Collection Report of Accident**

DFW05CA006

Aircraft Reg No: N92VA
Most Critical Injury: None

Location/Time

Nearest City/Place: Myrick, OK
Occurrence Date: 10/16/2004
Occurrence Time: 1801 CDT

Flight Itinerary

Last Depart. Point: Same as Accident/Incident Location
Destination: Gordonville, TX

Aircraft Information

Type of Aircraft: Airplane (Homebuilt)
Make/Model: Gunnoe / Velocity
Serial Number: 001
Landing Gear: Tricycle
Engine Type: Reciprocating
Engine Make/Model: Lycoming / IO-360-C1C6
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: Joe P. Boudreau
Operator of Aircraft: Joe P. Boudreau
Operator Address: Edmond, OK
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land

Flight Time (Hours)

Instrument Ratings: None
Medical Cert: Class 3
Date of Last Med. Exam: 06/2004

Total All Aircraft: 312
Total Make/Model: 94

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	3

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

On October 16, 2004, approximately 1801 central daylight time, a Gunnoe Velocity single-engine experimental airplane, N92VA, registered to and operated by the pilot, was substantially damaged when it collided with a fence following a runway overrun on an aborted takeoff from the Myrick Airport (330K), a private airstrip near Myrick, Oklahoma. The private pilot and his three passengers were not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight was originating from 330K at the time of the accident.

In a telephone interview with an NTSB representative, the 312-hour private pilot reported that he took off from Runway 36 with three passengers aboard. The pilot stated that during the takeoff, approximately mid-runway, "the surface wind shifted from a direction of approximately 360 degrees to 180 degrees." Approximately two-thirds down the 2,600-foot long by 60-foot wide grass runway, the pilot noticed that the "airspeed indicator decreased 3-4 miles per hour," and he elected to abort the takeoff. Subsequently, the pilot closed the throttle and applied heavy braking to bring the airplane to a stop. The pilot added that while decelerating, approximately 300-400 feet from the end of the runway, the left wing lowered, and the airplane began to veer hard to the left.

The pilot then applied hard right brake and the airplane continued to pull approximately 10 degrees to the left. The pilot continued to apply pressure to the right brake and flipped the master switch and magnetos to the "off" position. The pilot was not able to slow the airplane in time, and the left wing collided with a cedar tree and a fence. The airplane came to a stop approximately 20 feet past the end of the runway. The pilot cut-off the fuel before he opened the door and evacuated with his passengers.

The Federal Aviation Administration (FAA) inspector that responded to the site of the accident reported that there was substantial damage to the mid-section of the left wing. The nose wheel was collapsed, and the bolt that holds the left main landing gear strut was sheared. Additionally, there was damage to the winglet/rudder of the left wing.



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Narrative (Continued)

In a written statement submitted to the NTSB, the pilot reported that "there was a front moving through on the day of the accident, and the wind shifted when the aircraft was on the runway." He also added that "the left main gear bolt broke" prior to the left wing lowering during the aborted takeoff.

At 1753, the automated weather observing system at the Guthrie Municipal Airport (GOK), near Guthrie, Oklahoma, approximately 6 nautical miles north from the site of the accident, reported wind from 120 degrees at 7 knots, 10 statute miles visibility, sky clear, temperature 63 degrees Fahrenheit, dew point 37 degrees Fahrenheit, and a barometric pressure setting of 29.99 inches of Mercury.