

**National Transportation Safety Board
Washington, DC 20594**

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Brief of Accident

Adopted 04/15/2009

LAX08LA181	06/14/2008	Dunn ,NC	Aircraft Reg No. N9393S	Time (Local): 06:30 EDT
File No. 25042				

Make/Model: Airborne/Edge
 Engine Make/Model: Rotax / 503
 Aircraft Damage: Substantial
 Number of Engines: 1
 Operating Certificate(s): None
 Type of Flight Operation: Instructional
 Reg. Flight Conducted Under: Part 91: General Aviation

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

Last Depart. Point: Same as Accident/Incident Location
 Destination: Local Flight, NC
 Airport Proximity: On Airport/Airstrip
 Airport Name: Private
 Runway Identification: 36
 Runway Length/Width (Ft): 1800 / 100
 Runway Surface: Grass/turf
 Runway Surface Condition: Dry

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): 22
 Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command Age: 59

Flight Time (Hours)

Certificate(s)/Rating(s)
Student

Total All Aircraft: 101
 Last 90 Days: Unk/Nr
 Total Make/Model: 16
 Total Instrument Time: Unk/Nr

Instrument Ratings
None

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

During the student pilot's first supervised solo flight in a weight-shift-control airplane, the pilot departed a private field and remained within the traffic pattern. Witnesses reported that the airplane appeared to be on a stable approach for landing. Just before touchdown, the pilot applied full throttle to initiate a go-around and the airplane immediately turned to the left. Subsequently, the left wing struck the ground and the airplane began to cartwheel. A postaccident examination of the airplane revealed no anomalies with the airframe or flight control system. The student pilot's instructor reported that the 2-cycle engine installed in the airplane produced left-hand torque with a subsequent tendency of the airplane to turn left. He added that the student pilot had been instructed on compensation techniques for the left torque and turning tendencies prior to his solo flight. Witnesses reported that the weather at the time of the accident was clear sky and calm wind.
 Updated at Apr 16 2009 8:35AM

Brief of Accident (Continued)

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OCCURRENCES

Approach-VFR go-around - Loss of control in flight
Approach-VFR go-around - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Task performance-Use of equip/info-Aircraft control-Student pilot - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
The student pilot's failure to maintain control of the airplane during a go-around.