

On June 15, 2015, at approximately 1915 eastern daylight time, a Rans S-10 experimental amateur built aircraft, N693MP, impacted terrain on the Poolsbrook Golf Course in Kirkville, New York. The golf course borders the Poolsbrook Aerodrome (NY72). The private pilot received an injury to his back. Visual meteorological conditions prevailed and no flight plan was filed for the flight which departed from Camillus Airport (NY25). The flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

The pilot took off from Camillus Airport at approximately 1900 and flew to Poolsbrook Aerodrome. He landed on runway 27 (heading west). He then taxied to the end of the runway and turned around to takeoff on runway 9 (heading east). It was just after takeoff that the aircraft impacted the ground north of the airport.

NTSB ID # ERA15CA242

Upon arrival at the scene, this inspector noted that the Emergency Locator Transmitter was in the ARMED position and proceeded to switch it to the OFF position.

The pilot holds a private pilot certificate and Federal Aviation Administration (FAA) third-class medical certificate, which was issued on August 29, 2014. At the time of the accident the pilot had accumulated an estimated 593.3 total hours of flight experience.

The airplane came to rest upright on the # 2 fairway of the golf course. All of the major components of the airplane were accounted for at the accident site. The aircraft was moved off the golf course to neighboring property on June 17, 2015. Prior to moving the aircraft, there was approximately 5 gallons of fuel drained from each wing tank. Fuel samples from both tanks displayed a color and odor consistent with automotive gasoline.

This inspector examined the aircraft in greater detail on June 19, 2015. The blades of the propeller, a Warp Drive model unknown, broke off approximately 8 – 10 inches from the hub due to impact with the ground. Leading edge gouging was noted on one of the blades found.

The upper engine cowling was damaged due to the engine being pushed up and back on impact with the ground. The engine, a Bombardier Rotax Type 582, serial number 3971448, remained attached to the firewall by its mounts. Right side members of the engine mount were bent and fractured. All spark plugs were removed and inspected, no defects were noted. Both carburetors were in the full throttle position and the throttle linkage was jammed due to impact with the ground. There was fuel present in the carburetor bowls, gascolator, and lines to and from the fuel pump.

The right main landing gear was fractured and separated from the airplane. The left main landing gear was still attached but bent outward and upward along the left side of the fuselage. The tail wheel assembly was bent to the left. The outboard portion left wing was deformed upward. There were wrinkles on both sides of the fuselage aft of the firewall.

Flight control continuity was established from each control surface to the cockpit area through full travel and in the correct direction.

On June 15, 2015 the pilot provided local law enforcement with a signed statement of the accident. In the statement the pilot stated that "While trying to reach my adequate speed for takeoff, I ran through two puddled water areas and was not able to gain enough momentum. I kept my nose down and was able to reach a speed of approximately 45-50 MPH at the end of the runway. I was not able to gain altitude to miss the trees in front of me so I turned to miss them. The turn resulted in my speed slowing further and I was forced to make an emergency landing onto the Poolsbrook Golf Course (6241 Poolsbrook Rd) it was my fault, not the planes and I did not realize the runway was going to be so wet."

During review of the aircraft logbooks, this inspector noted that the last annual condition inspection was completed on 6/12/2013 which was the date of aircraft certification. The aircraft and engine total time at the time of the accident was 180.6 hours. The operating limitations issued to aircraft N693MP, serial number 0291125, state in item # 22 that "No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to Part 43, or other FAA-approved programs, and was found to be in a condition for safe operation."

Also, **14 CFR Part 91.409 Inspections** (a) Except as provided in paragraph (c) of this section, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had (1) An annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by §43.7 of this chapter.

While reviewing the pilot's logbook, this inspector was unable to find a biannual flight review endorsement within the last 24 months. A request was made to the pilot to produce this endorsement. During a phone conversation with the pilot on June 22, 2015, this inspector asked about the biannual flight review endorsement and the pilot stated that his last flight review was "more than two and a half years ago."

**14 CFR Part 61.56 Flight review.**(c) Except as provided in paragraphs (d), (e), and (g) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has (1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor and (2) A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.

This item is closed.