



Federal Aviation Administration

Memorandum

Date: March 11, 2019

To: Thomas Vidamour, ATL FSDO Manager

From: ASO ATL FSDO 11

Prepared by: Steven Davidson, Avionics Inspector

Subject: N101WV Accident Investigation

On March 5, 2019, around 1500 eastern daylight time, a Velocity RG, N101WV, was substantially damaged after it impacted terrain while attempting to land at the Statesboro-Bullock County Airport (KTBR). The flight instructor and student pilot sustained minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the flight that originated from the Savannah-Hilton Head International Airport (KSAV), and was destined for Statesboro-Bullock County Airport (KTBR). This was an Instructional Flight being conducted under the provisions of Title 14 Code of Federal Regulations Part 91 for pilots transitioning from traditional aircraft to a canard style aircraft.

The flight instructor reported that he was providing Velocity Transition Training to a fellow flight instructor who was new to the Velocity Canard style aircraft. The two pilots had departed KSAV enroute to KTBR to practice takeoffs and landings. The flight from KSAV to KTBR was uneventful as they practiced several maneuvers on their flight path. A decision was made to attempt the first landing at KTBR on a 45 degree downwind to runway 32. It was reported that winds were gusting from 12 to 18 kts. While on short final, the crew reported that the aircraft abruptly sank and lost airspeed to about 80 KIAS. This caused the crew to initiate an immediate go around procedure. As they added power and full aft stick inputs the aircraft began to climb when all of a sudden the right main landing gear struck an approach light. This collision caused the aircraft to lose control and strike the ground. The aircraft then began to skid down the runway out of control until it came to rest on the right side of the runway in the grass. The violent ground collision combined with the out of control skidding caused the fuel system to breach resulting in flames. Once the aircraft came to a complete stop, the aircrew initiated an emergency egress out of the aircraft just moments before the entire aircraft went up in flames. Both the flight instructor and student pilot were taken to a local hospital, treated for minor injuries, and released that day.

Examination of the wreckage site revealed that the aircraft's right main landing gear had struck a landing light closest to the approach end of the runway while trying to land. The surface displayed impact marks of those that are normally exhibited during an aircraft ground collision.

Further examination showed that aircraft was substantially destroyed due to the high temperatures caused by the impact fire.

According to Federal Aviation Administration (FAA) records, the Pilot in Command held a Flight Instructor endorsement with ratings for airplane single-engine land and instrument airplane. He also held a Commercial endorsement with ratings for airplane single-engine land, multi engine land and instrument airplane. An FAA second-class medical certificate was issued on September 11, 2017. At the time of the accident, the pilot reported 2230 total hours of flight experience. The Pilots last check ride occurred on 9/11/2017.

According to Federal Aviation Administration (FAA) records, the Transition Student Pilot also held a Flight Instructor endorsement with ratings for airplane single-engine land and instrument airplane. He also held a Commercial endorsement with ratings for airplane single-engine land, multi engine land and instrument airplane. An FAA second-class medical certificate was issued on December 5, 2018. At the time of the accident, the student reported 4300 total hours of flight experience. The students last check ride occurred on 9/08/2017.

The airplane was issued a Special Airworthiness Certificate in the Experimental category for the purpose of operating amateur built aircraft on May 6, 1995. The aircraft had a current condition inspection performed on January 17, 2019 with a reported Hobbs Meter time of 1357.6 hours.