



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

November 9, 2020

Specialist's Factual Report

AIR TRAFFIC CONTROL

ERA20FA027

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A. ACCIDENT

Location: Stuart, Florida
Date: November 1, 2019
Time: 1310 eastern standard time (EST)
1710 coordinated universal time (UTC)
Airplane: Grumman OV-1, N10VD

B. AIR TRAFFIC CONTROL INVESTIGATOR

Andy Olvis
Group Chairman
Operational Factors Division (AS-30)
National Transportation Safety Board

C. SUMMARY

On November 1, 2019, about 1310 eastern daylight time, a Grumman OV-1D, N10VD, registered to MD Aviation Limited, impacted near the approach end of runway 30 at Witham Field (SUA), Stuart, Florida. The airline transport pilot was fatally injured, and the airplane was destroyed by impact forces and a postcrash fire. The airplane was being operated under the provisions of Title 14 Code of Federal Regulations Part 91 as an airshow demonstration flight at the 2019 Audi Stuart Airshow. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight that originated about 1307.

D. RADAR INFORMATION

Automatic Dependent Surveillance-Broadcast (ADS-B) data was obtained from the Federal Aviation Administration and was useable and of good quality. Additional data was obtained from L3/Harris OpsVue, a commercially available web base product that aggregates and geo-reference's FAA data sources including data from FAA ASDE-X and ASSC systems, FAA Terminal and En Route Radars, the FAA certified ADS-B Network and flight plan data from the En Route Automation Modernization (ERAM) system.

All graphics were derived from ADS-B and OpsVue data. Figure 1 illustrates the ADS-B and OpsVue data as the accident airplane taxied to runway 30 at SUA and began to takeoff.

Figure 2 illustrates the accident airplane after it crossed the departure end of the runway and turned left circling back toward midfield at SUA.

Figure 3 illustrates the accident airplane as flew back toward the approach end of runway 30.

Figure 4 illustrates the accident airplane as it started a climb and a right turn to the accident site in the Engineered Materials Arresting System (EMAS) at the approach end of runway 30.

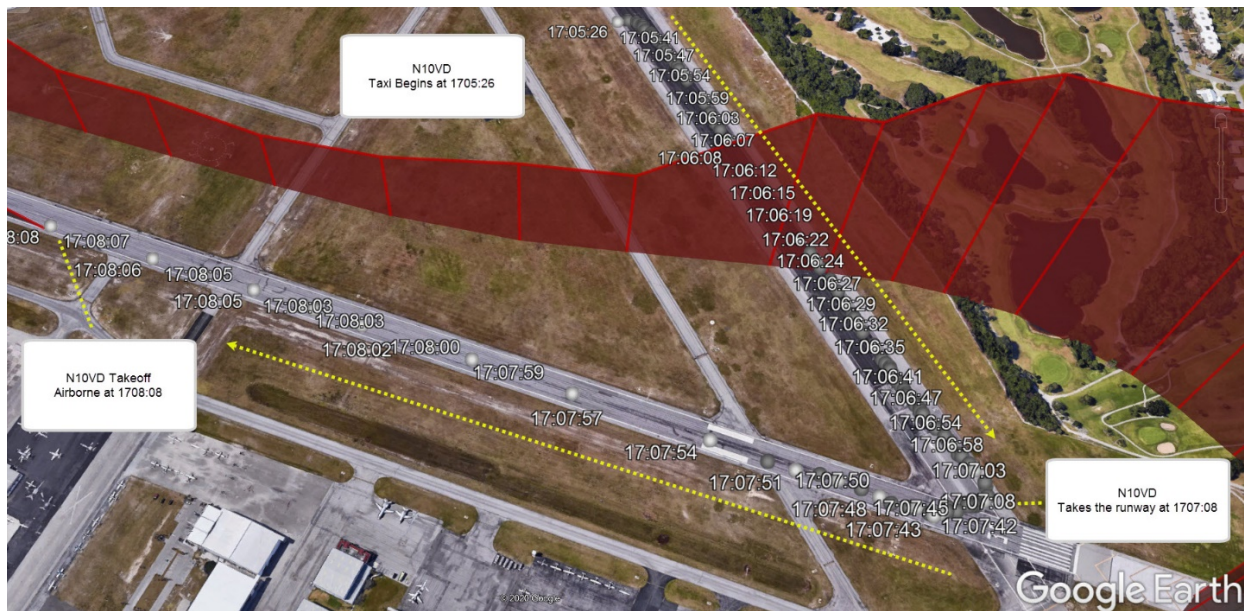


Figure 1 - Illustrates the ADS-B and OpsVue data as the accident airplane taxied to runway 30 at SUA and began to takeoff.



Figure 2 - Illustrates the accident airplane after it crossed the departure end of the runway and turned left circling back toward midfield at SUA.



Figure 3 - Illustrates the accident airplane as flew back toward the approach end of runway 30.



Figure 4 - Illustrates the accident airplane as it started a climb and a right turn to the accident site in the Engineered Materials Arresting System (EMAS) at the approach end of runway 30.

E. LIST OF ATTACHMENTS

Submitted by:

Andy Olvis
Senior Air Traffic Control Investigator