



FAA
Aircraft Certification Service
Small Airplane Directorate
ACE-114

2015

Continued Operational Safety (COS) Report

Special Category Light-Sport Aircraft

JULY 2004 THROUGH SEPTEMBER 2015

This report provides an overview of the continued operational safety of special category light-sport aircraft since the Sport Pilot/Light-Sport Aircraft rule was established in July 2004 with specific focus on accidents and incidents. Report data has been coordinated with AVP-210.

Table of Contents

Introduction	4
SLSA Airworthiness Certifications	5
Population of SLSA by Class	5
SLSA Cumulative Fleet Size by Fiscal Year (FY)	6
Population of SLSA Manufacturers.....	7
SLSA Vision for the Future	8
Recording/Reporting of Data	8
Definitions (Ref. NTSB Form 6120.1)	8
Fatal Accidents vs. Non-Fatal Accidents/Incidents	9
Fatal Accidents by FY	9
Non-Fatal Accidents/Incidents by FY.....	9
Fatal Accidents by Class of SLSA	10
Fatal Accidents by Class to Total Class Fleet.....	10
Fatal Accidents by Month of Year	10
Non-Fatal Accidents/Incidents by Class of SLSA	10
Non-Fatal Accidents/Incidents by Class to Total Class Fleet	10
Fatal Accidents by Type of Pilot Certificate and Medical Certificate	11
Non-Fatal Accidents/Incidents by Type of Pilot Certificate and Medical Certificate	11
Fatal Accidents by Pilot Age	11
Fatal Accidents: Pilot vs Aircraft	11
Fatal Accidents: Comparison of SLSA, Personal, and Experimental Aircraft.....	12
Fatal Accident and Non-Fatal Accident/Incident Phase of Flight.....	13
Phase of Flight by Class of SLSA	14
Fatal Accident and Non-Fatal Accident/Incident Occurrence Category	15
Top Ten (10) Occurrence Categories by Class of SLSA	16
Grouping of Occurrence Categories	17
Top Ten Occurrence Categories (Accidents & Incidents) – Fiscal Year Trends [10 Years]...	18
Design Related Occurrences	21
Manufacturing Quality Related Occurrences	22
Training Flights	23
Accidents/Incidents Identified as Training Flights.....	23
Training Flights (Accidents & Incidents) – Fiscal Year Trends [10 Years].....	23
Accident/Incident Significant Cause/Effect Events	24
Significant Cause/Effect Events – Numbers	24
Significant Cause/Effect Events - Factors.....	24
System/Component Failures.....	26
Top Ten Significant Cause/Effect Events – Fiscal Year Trends [10 Years]	27
Total Aircraft by Manufacturer	30
Total Accident/Incident Events by Manufacturer	32
Total Fatal Accidents by Manufacturer	34
Total Fatal Accidents by Manufacturer to Total Aircraft by Manufacturer	35

Fatal Accidents – Probable Cause(s)..... 36
Appendix 1 40
 Phase of Flight Definitions (from CICTT) 40
Appendix 2 42
 Occurrence Categories Definitions (from CICTT) 42

Introduction

The Small Airplane Directorate, Programs and Procedures office, ACE-114 has established a process to monitor and track **special category light-sport aircraft (SLSA) accident and incident data** to identify and consider accident/incident causes and trends. This report presents information on **all known accidents and incidents involving SLSA**. Review and analysis of the accident/incident data may result in recommendations to improve the SLSA industry consensus standards and/or may be used in determination of risk factors relating to conducting oversight of SLSA manufacturers' continued operational safety (COS) programs.

A major **data source** for this report is the Monitor Safety/Analyze Data (MSAD) database established by the FAA through Order 8110.107 *Monitor Safety/Analyze Data*. Other data sources include FAA Forms 8020-9 *Aircraft Accident/Incident Preliminary Notice* and the National Transportation Safety Board (NTSB) aviation accident database.

This report **does not include** accidents and incidents involving sport pilots in categories of aircraft other than SLSA that meet the light sport aircraft (LSA) definition in 14 CFR 1.1.

This report **does not include** data on aircraft that originally obtained an SLSA airworthiness certificate and then subsequently changed the airworthiness certification to experimental light-sport aircraft (ELSA).

This report **does not provide** any data analysis for accidents and incidents of aircraft certificated as ELSA. Due to the experimental nature of these aircraft and the lack of FAA design review there is limited FAA continued operational safety oversight and coordination with the owners/operators of these aircraft. The Aircraft Certification Service (AIR), Design, Manufacturing and Airworthiness Division, AIR-100 has responsibility for any oversight of these aircraft.

Non-fatal accidents and incidents involving ELSA have not been tracked and are not reported as part of this report.

Known fatal accidents involving ELSA during the reporting time period is as follows:

ELSA	
Fatal Accidents	Total Fatalities
79	99

ELSA includes—

- “fat ultralights” not meeting the provisions of Title 14 Code of Federal Regulations (14 CFR) 103.1, ELSA certificated under 14 CFR 21.191(i)(1);
- ELSA aircraft assembled from a “kit” certificated under 14 CFR 21.191(i)(2); and
- ELSA aircraft certificated under 14 CFR 21.191(i)(3), aircraft that had been previously issued an SLSA airworthiness certificate under 14 CFR 21.190.

SLSA Airworthiness Certifications

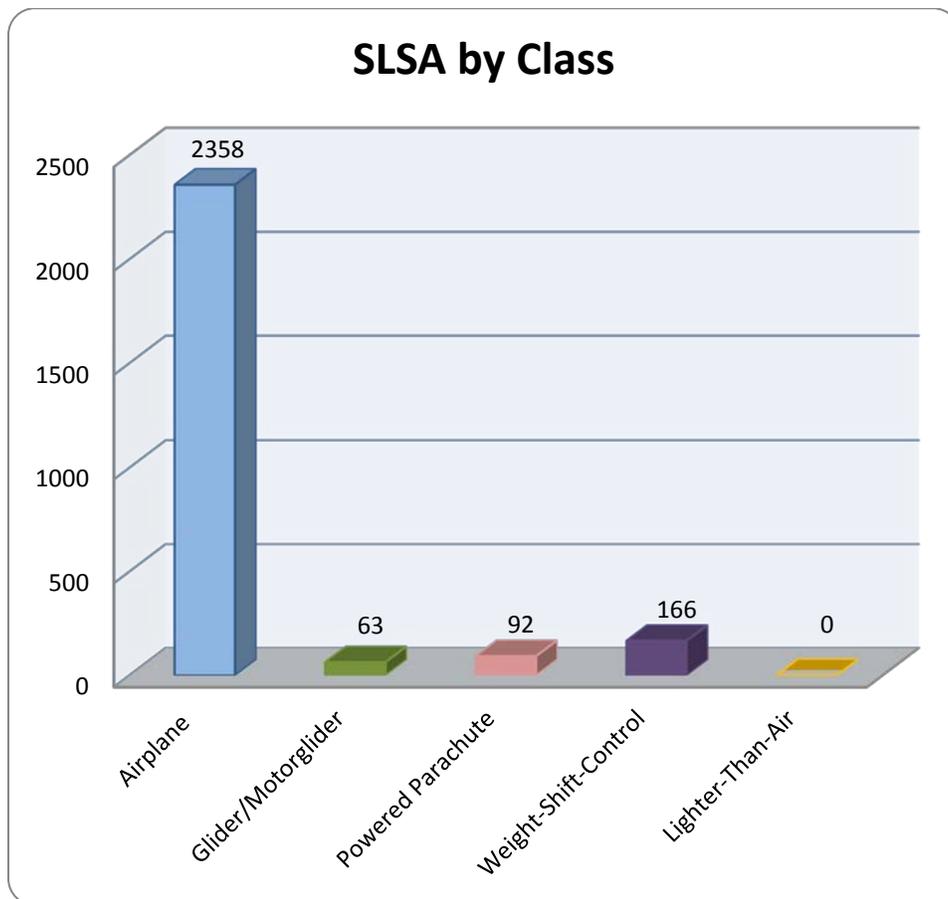
A special airworthiness certificate for an SLSA is issued to an aircraft that meets the definition of LSA, is manufactured to the applicable consensus standards, and is one of the following five classes of the LSA category:

- Airplanes
- Gliders
- Powered parachutes (PPC)
- Weight-shift-control (WSC) aircraft (commonly called trikes)
- Lighter-than-air (LTA) aircraft (balloons and airships)

When the aircraft meets all the eligibility requirements of 14 CFR 1.1 and § 21.190, it may be issued an SLSA airworthiness certificate.

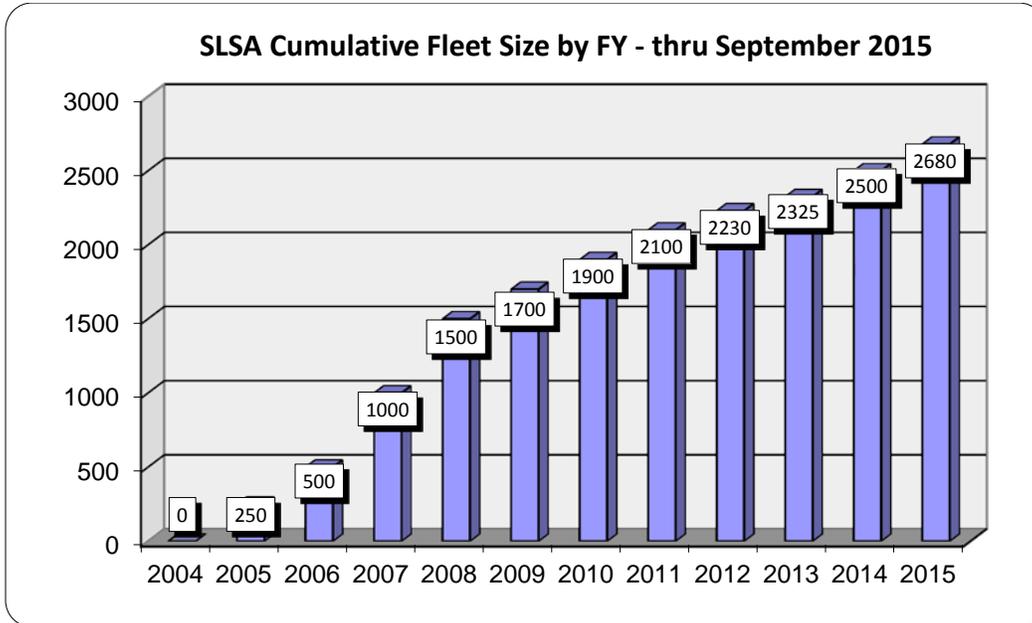
Population of SLSA by Class

Estimates based on FAA Aircraft Registry, AFS-750 data from October-2015 for **airworthiness certificates issued**.

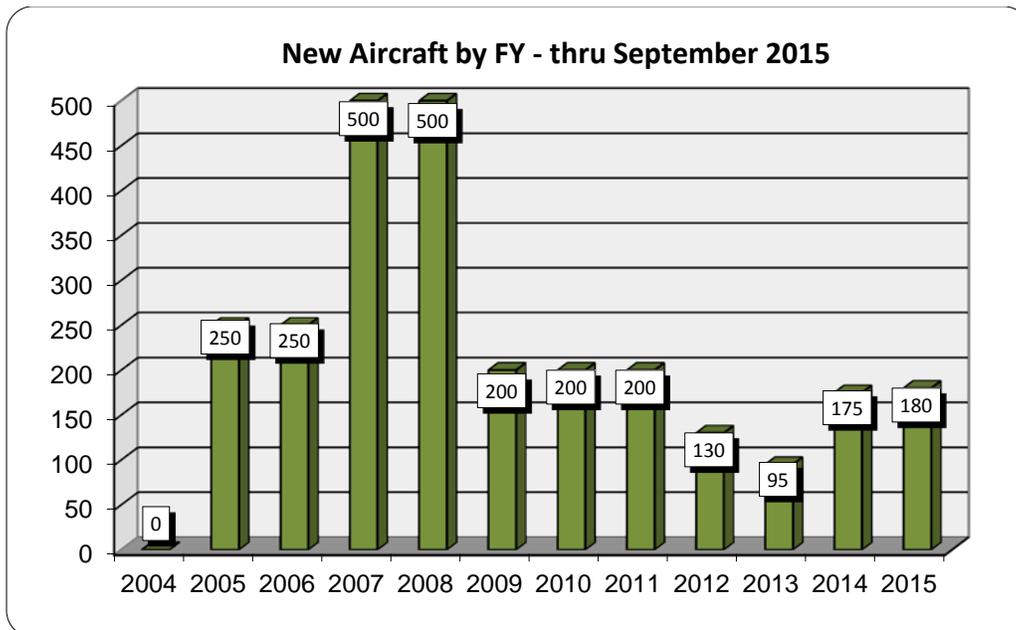


SLSA Cumulative Fleet Size by Fiscal Year (FY)

Estimates based on FAA Aircraft Registry, AFS-750 data from October-2015 for **airworthiness certificates issued**.



NOTE: Numbers are approximate based on data from FAA Aircraft Registry.



Population of SLSA Manufacturers

October 2015

Total 2015 **Active** SLSA Manufacturers – **79**

	2008	2010	2012	2013	2014	2015
Airplane/Glider	42	54	63	64	66	65
PPC	5	8	7	7	7	6
WSC	5	12	10	10	9	8
TOTAL:	52	74	80	81	82	79

	2008	2010	2012	2013	2014	2015
U.S.	17	26	40	41	37	34
Outside U.S.	35	48	40	40	45	45

Note 1: Manufacturers **NOT** included in 2012 and on –

- Manufacturers not in compliance with 14 CFR 21.190(d) – bilateral airworthiness agreement (these companies are no longer in production).
 - Since 2012: **3**
- Manufacturers that have gone out of business with the U.S. market, after at least one SLSA.
 - Since 2012: **26** (12 in U.S.)

Note 2: Potential known new SLSA manufacturers (i.e., intent is to enter the SLSA market with new make/model): **37**.

Note 3: Data source for 2008 and 2010: www.bydanjohnson.com & Light Aircraft Manufacturers Association (LAMA).

Note 4: Data source for 2012 and on: AFS-750 Registry Database.

SLSA Vision for the Future

We are focused on increasing industry accountability and safety with a goal of creating a light-sport aircraft (LSA) system with an equivalent or lower fatal accident rate than other segments of “personal” aviation without requiring FAA type design certification or FAA production oversight by:

- Supporting a regulatory and policy structure for industry to achieve FAA safety goals through self-declared compliance with industry developed and maintained consensus standards.
- Enabling an industry-led system of self-audits and statements of compliance.
- Applying a scalable oversight approach to a manufacturer’s self-auditing and self-declarative certification process.
- Committing FAA resources to actively participate in the development and acceptance of industry consensus standards.

Recording/Reporting of Data

It is important to note that **“phase of flight”** (Ref. appendix 1) and **“occurrence categories”** (Ref. appendix 2) may have multiple data elements identified for an individual accident/incident event. This is intentional in order to allow for every pertinent element to be investigated, recorded, and analyzed.

This report is based on known data at the time the report is compiled. As new data becomes available, the recording of data elements will be adjusted and the reporting of these changes will be reflected in the next revision of this report.

Definitions (Ref. NTSB Form 6120.1)

"Aircraft Accident" means an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death, or serious injury, or in which the aircraft receives substantial damage.

"Substantial Damage" means damage or failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.

"Serious Injury" means any injury that (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fracture of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

"Fatal Injury" means any injury that results in death within thirty (30) days of the accident.

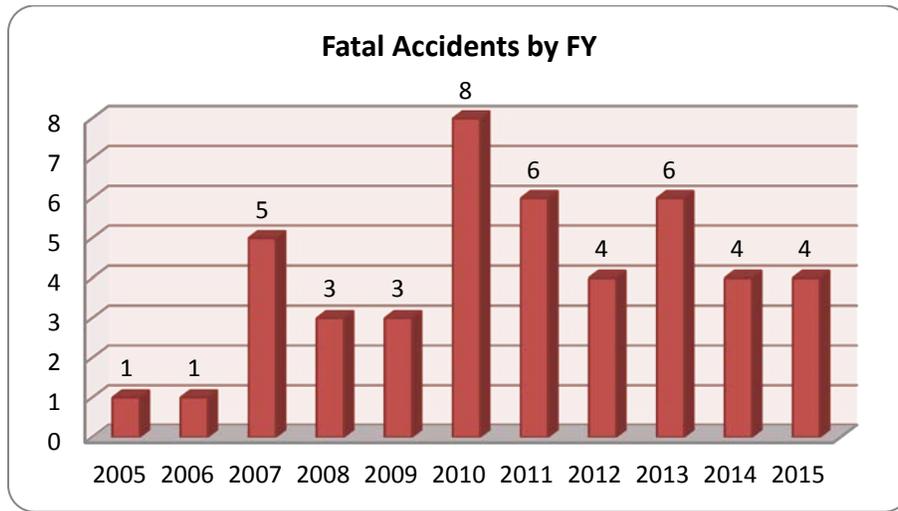
"Aircraft Incident" is an occurrence other than an accident that affects or could affect the safety of operations.

Fatal Accidents vs. Non-Fatal Accidents/Incidents

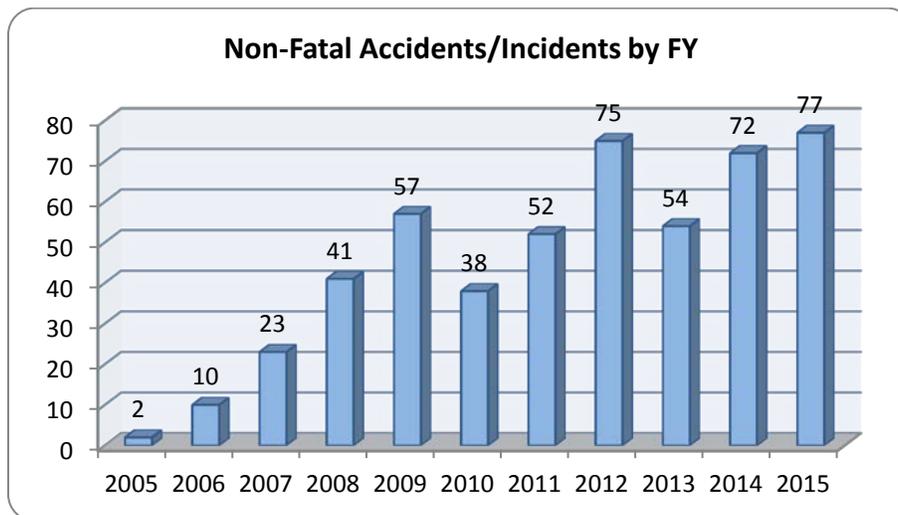
The following tables and charts provide data for SLSA fatal accidents and non-fatal accidents/incidents that occurred during the reporting time period.

Fatal Accidents	Non-Fatal Accidents/Incidents
45	501
Total Fatalities: 62	

Fatal Accidents by FY

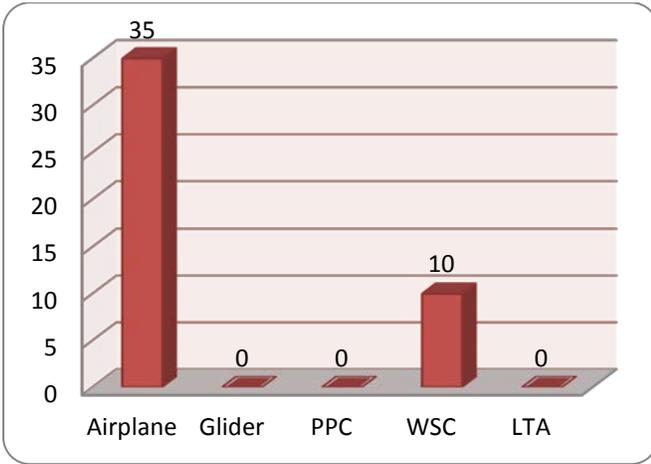


Non-Fatal Accidents/Incidents by FY



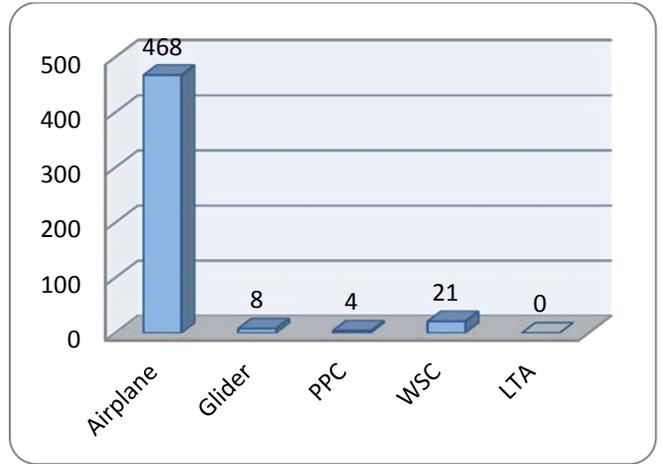
Fatal Accidents by Class of SLSA

Total: 45

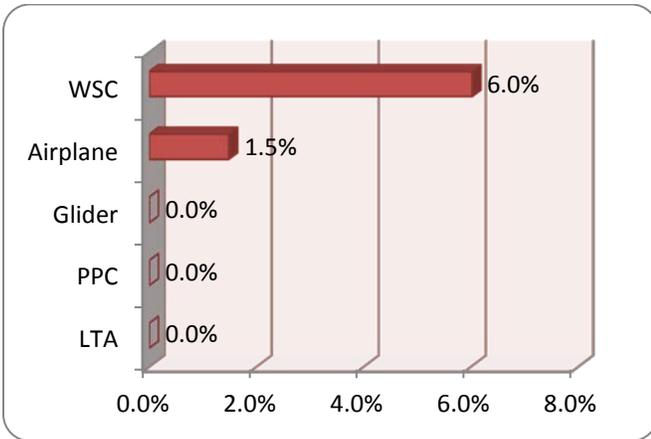


Non-Fatal Accidents/Incidents by Class of SLSA

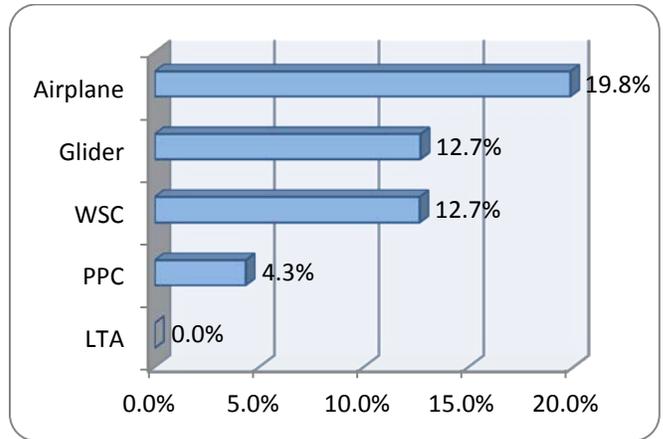
Total: 501



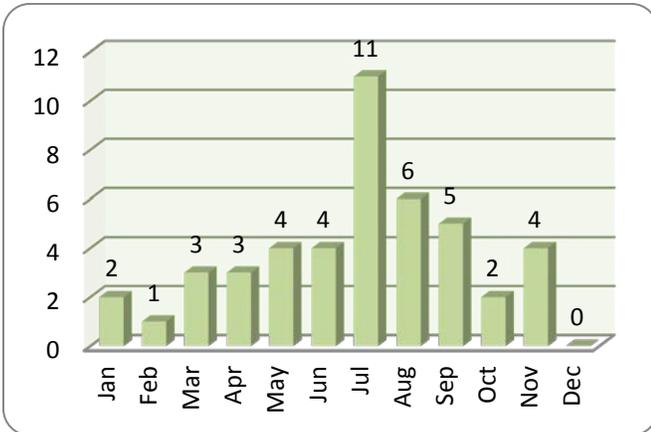
Fatal Accidents by Class to Total Class Fleet



Non-Fatal Accidents/Incidents by Class to Total Class Fleet



Fatal Accidents by Month of Year



Fatal Accidents by Type of Pilot Certificate and Medical Certificate

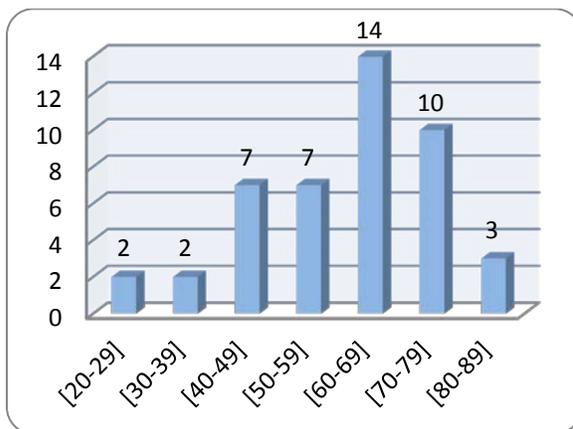
SLSA / Pilot Fatal Accident Matrix

Pilot Rating & Medical	Recreation+ CL3+ (Rated Pilot)	19
	Recreation+ DL (Operating Privileges of Sport Pilot)	9
	Sport Pilot for Aircraft Being Operated (may hold other ratings)	11
	Student / Solo Privileges	3
	Pilot Not Rated by Certificate or for Aircraft Being Operated	3
Total Accidents:		45

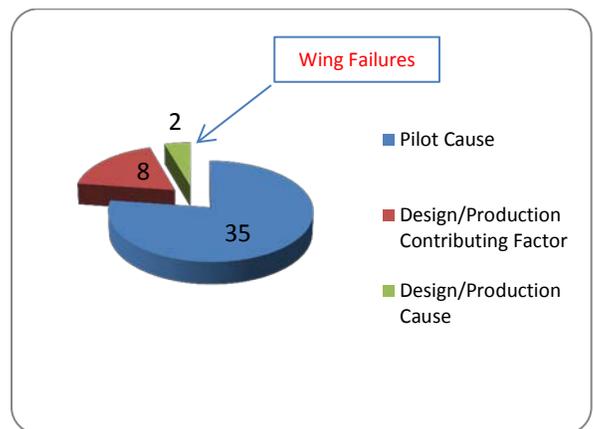
Non-Fatal Accidents/Incidents by Type of Pilot Certificate and Medical Certificate

[Data not collected for this metric.]

Fatal Accidents by Pilot Age



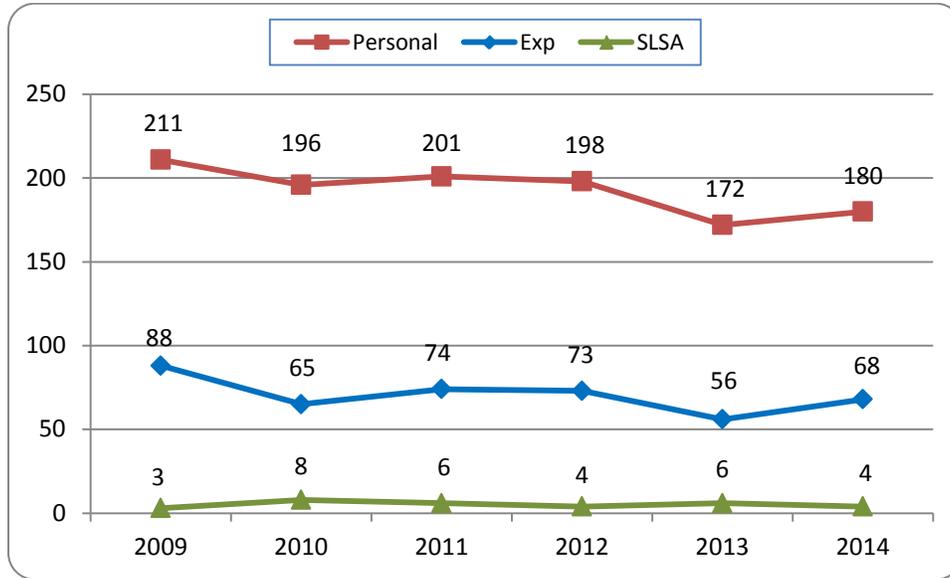
Fatal Accidents: Pilot vs Aircraft



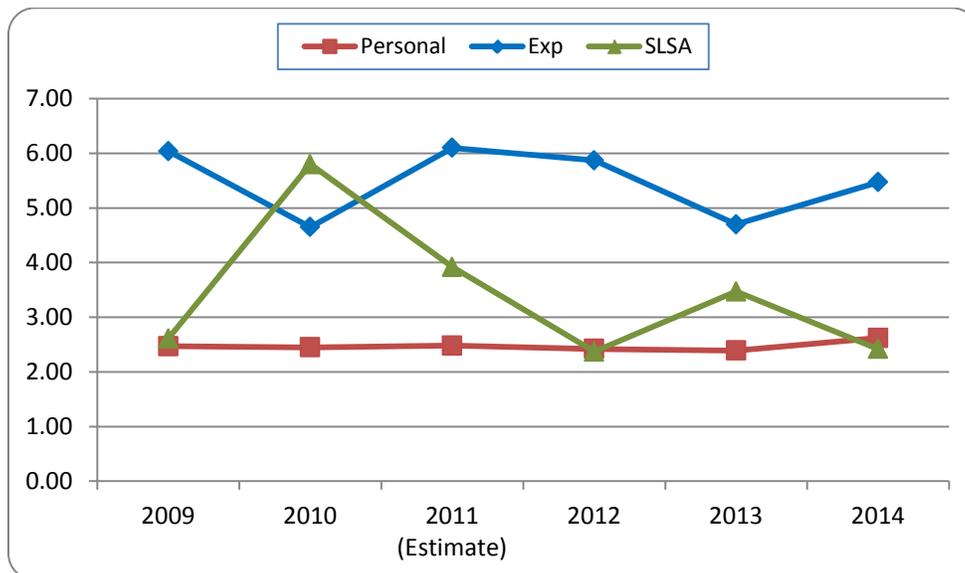
Fatal Accidents: Comparison of SLSA, Personal, and Experimental Aircraft

Data are currently available for only FY2009 through FY 2014.

Comparison Chart Showing Total Fatal Accidents per Fiscal Year



Comparison Chart Showing Fatal Accidents per 100K Hours of Operation



NOTE: Personal – not for the furtherance of a business, revenue producing or instructional.

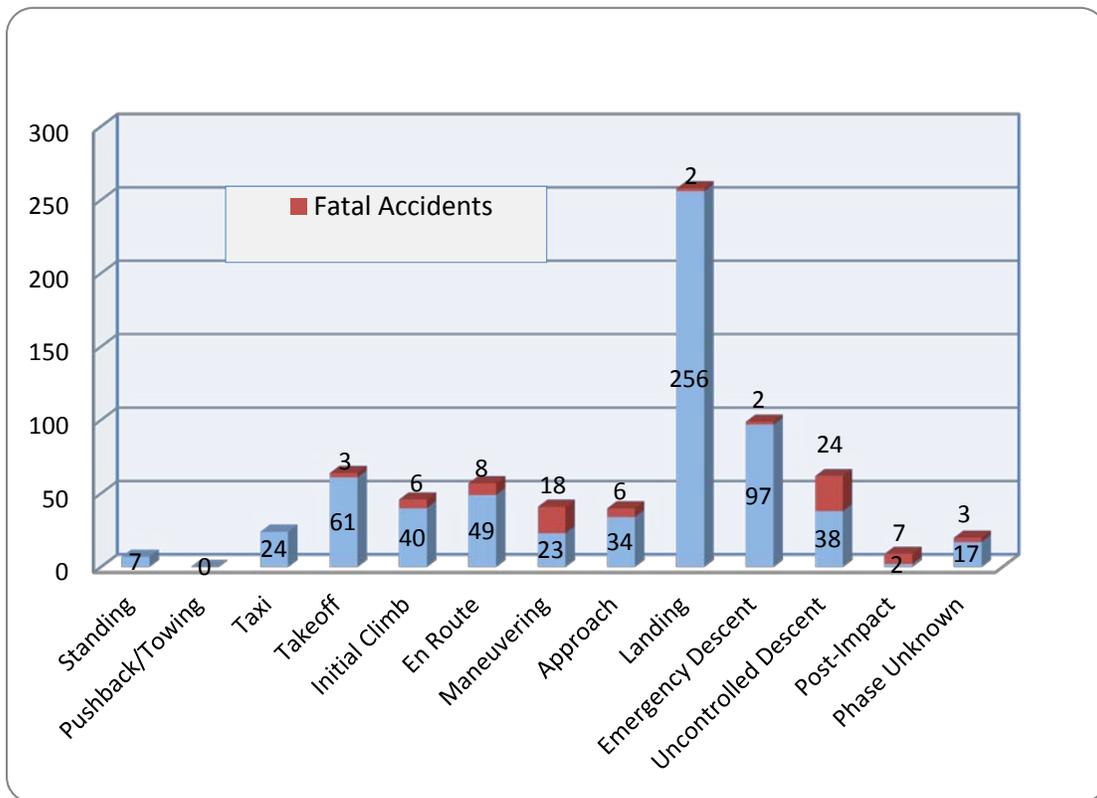
Fatal Accident and Non-Fatal Accident/Incident Phase of Flight

Total Events: 546

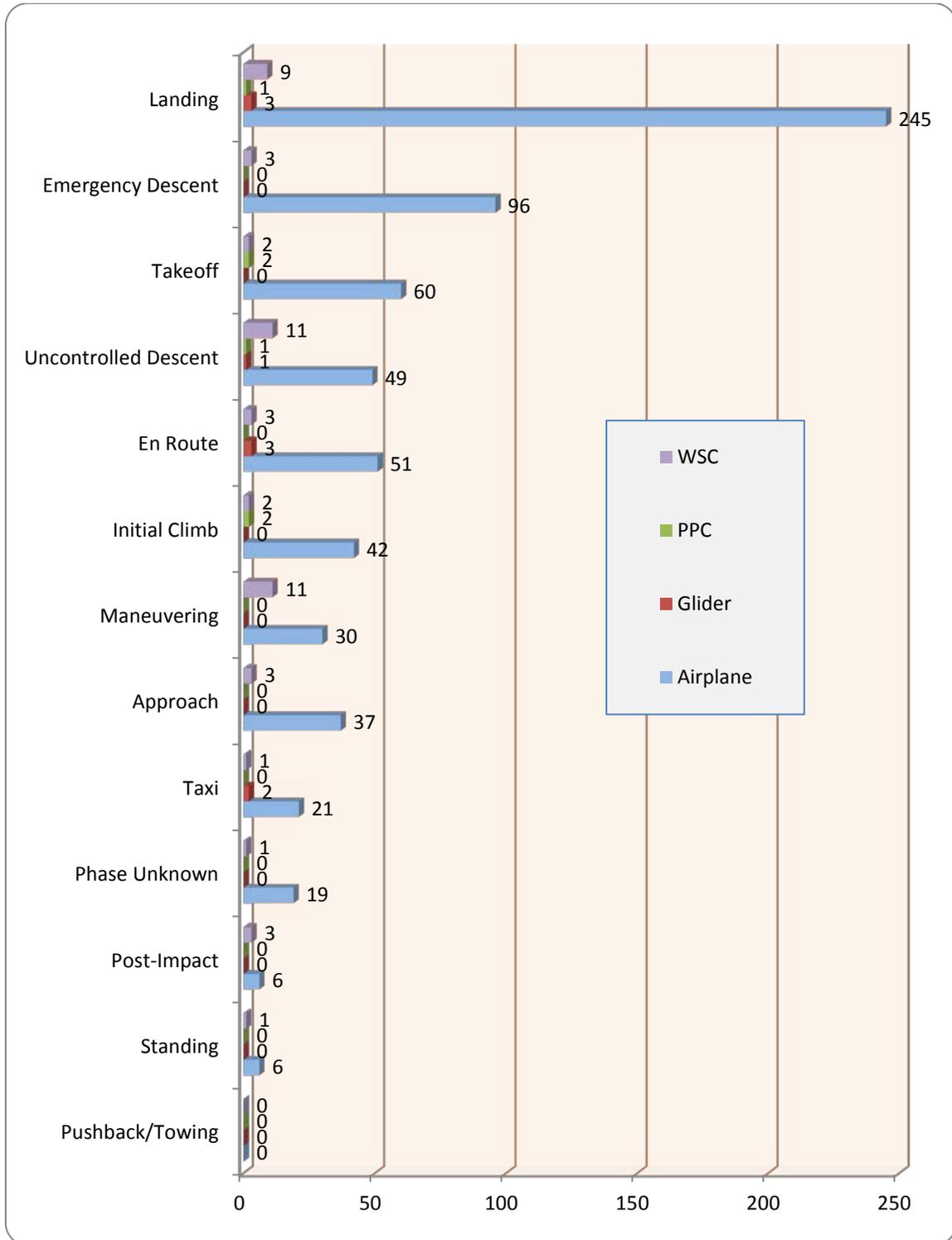
The phase of operation or the phase of flight in which the event reported occurred. The taxonomy used in this report is consistent with that provided by the **Commercial Aviation Safety Team/International Civil Aviation Organization (CAST/ICAO) Common Taxonomy Team (CICTT)**.

NOTE: An accident/incident event can have more than one phase of flight reported. Multiple coding supports the primary focus of CICTT – accident prevention – in which every pertinent element should be investigated, recorded, and analyzed.

Reference *Appendix 1* for “Phase of Flight” definitions.



Phase of Flight by Class of SLSA



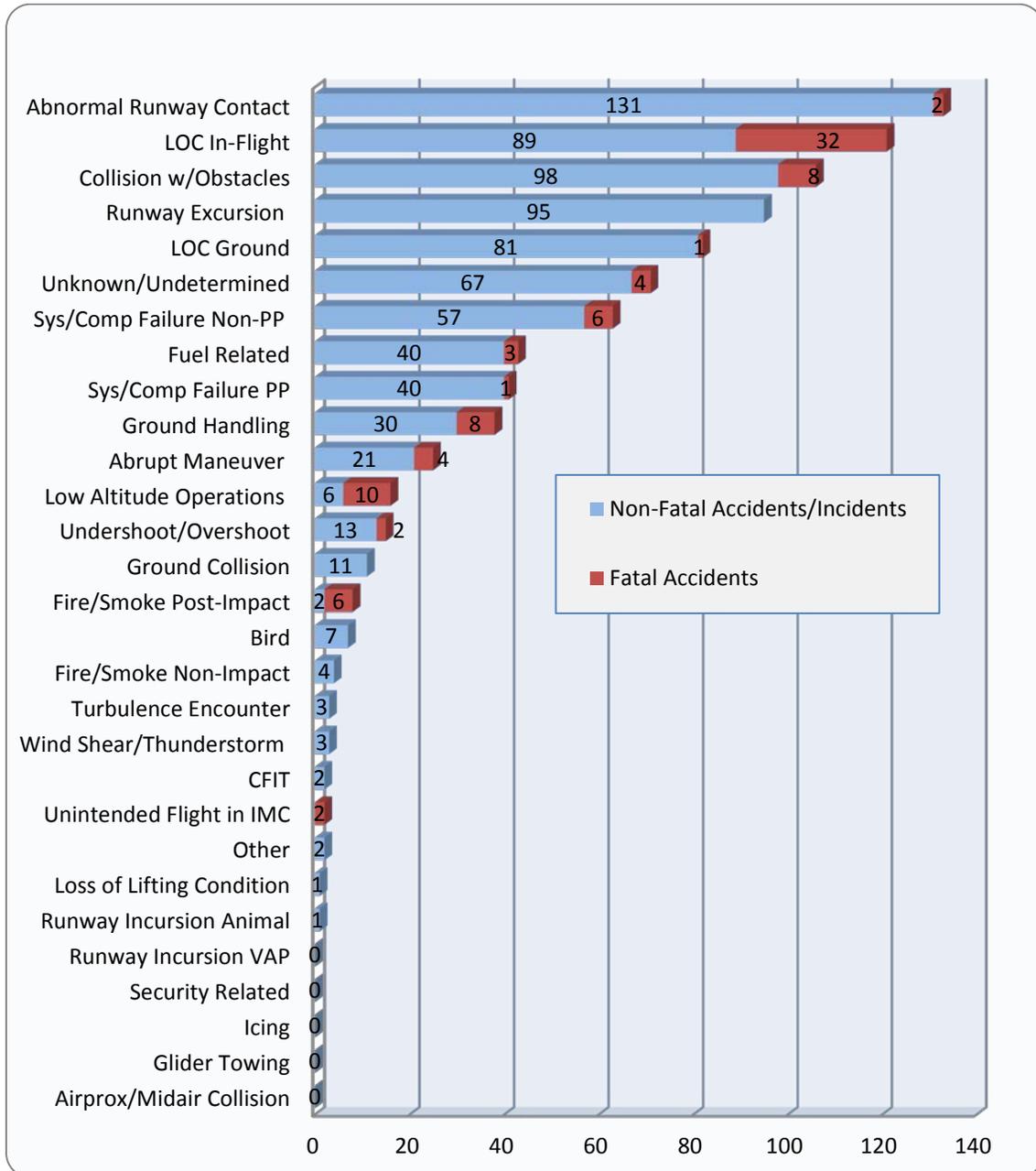
Fatal Accident and Non-Fatal Accident/Incident Occurrence Category

Total Events: 546

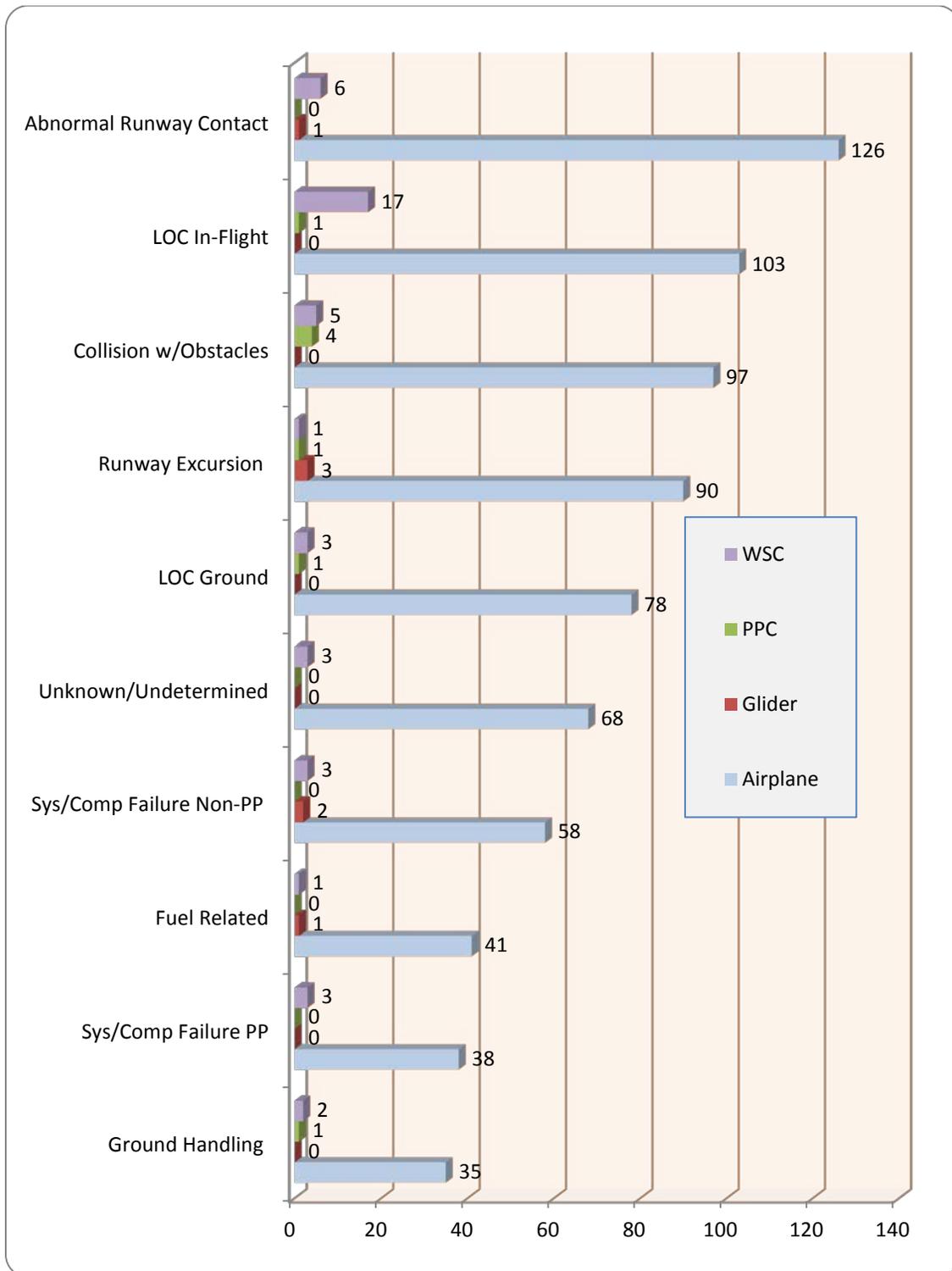
Occurrence categories are used to classify occurrences (i.e., accidents and incidents) at a high level to permit analysis of the data in support of safety initiatives. The taxonomy used in this report is consistent with that provided by the **CICTT**.

NOTE: An accident/incident event can have more than one occurrence category reported. Multiple coding supports the primary focus of CICTT – accident prevention – in which every pertinent element should be investigated, recorded, and analyzed.

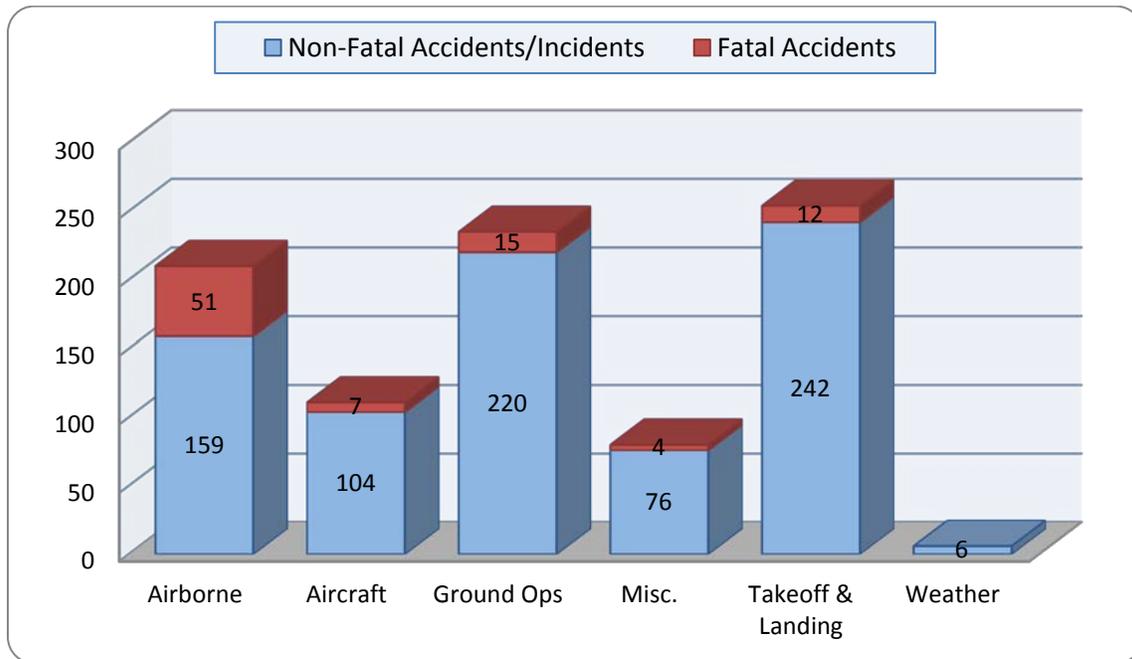
Reference *Appendix 2* for “**Occurrence Category**” definitions.



Top Ten (10) Occurrence Categories by Class of SLSA



Grouping of Occurrence Categories



AIRBORNE

Abrupt Maneuver
 Airprox/Midair Collision
 CFIT
 Fuel Related
 Glider Towing
 LOC In-Flight
 Loss of Lifting Condition
 Low Altitude Operations
 Unintended Flight in IMC

AIRCRAFT

Fire/Smoke Non-Impact
 Sys/Comp Failure Non-PP
 Sys/Comp Failure PP

GROUND OPS

Fire/Smoke Post-Impact
 Ground Collision
 Ground Handling
 LOC Ground
 Runway Excursion
 Runway Incursion Animal
 Runway Incursion VAP

MISC.

Bird
 Other
 Security Related
 Unknown/Undetermined

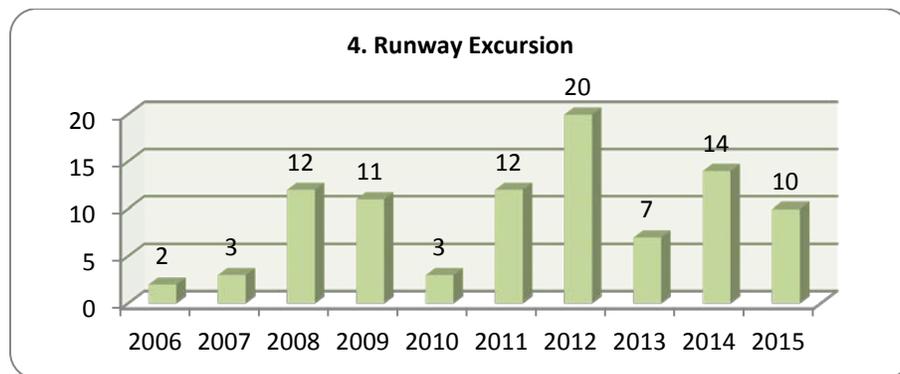
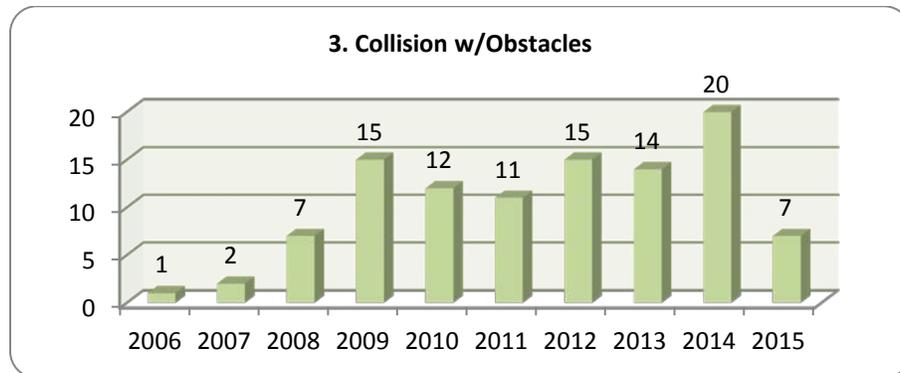
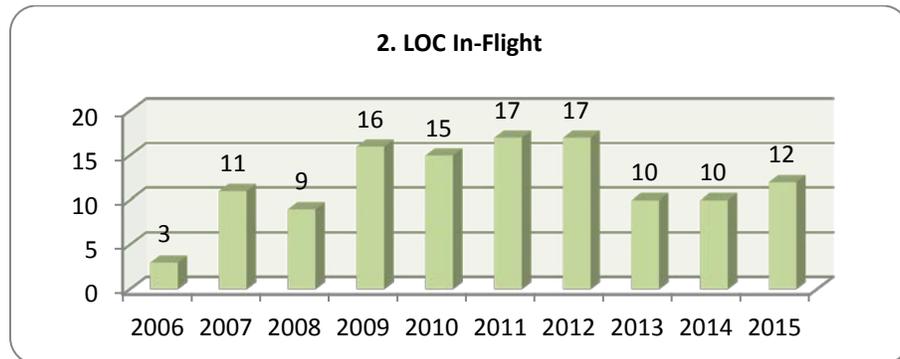
Takeoff & Landing

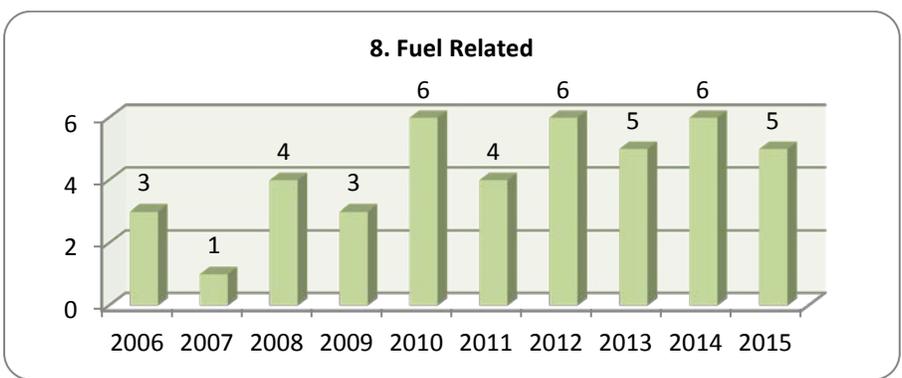
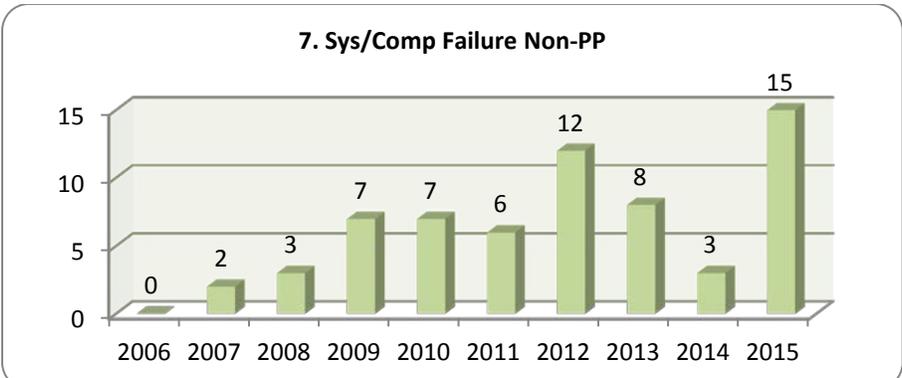
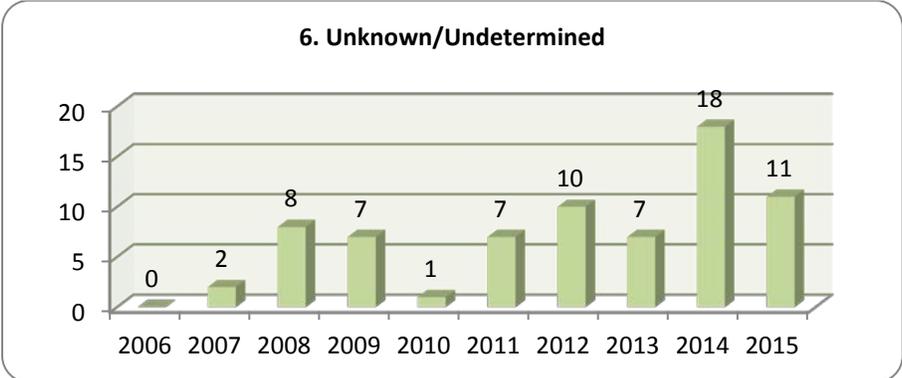
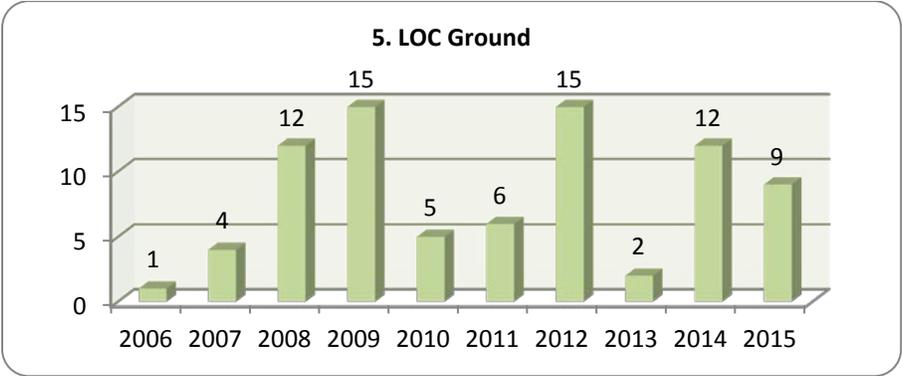
Abnormal Runway Contact
 Collision w/Obstacles
 Undershoot/Overshoot

WEATHER

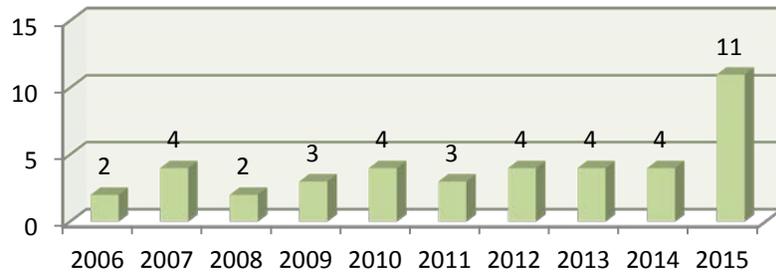
Icing
 Turbulence Encounter
 Wind Shear/Thunderstorm

Top Ten Occurrence Categories (Accidents & Incidents) – Fiscal Year Trends [10 Years]

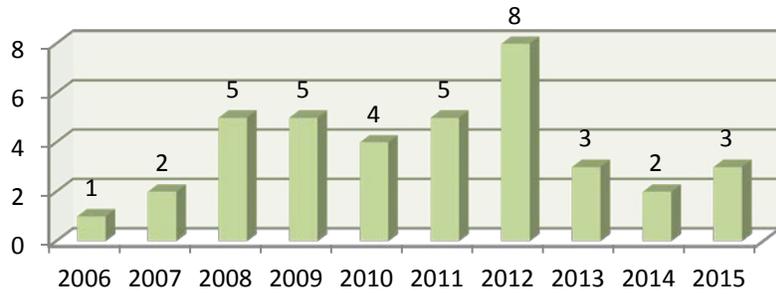




9. Sys/Comp Failure PP



10. Ground Handling



Design Related Occurrences

Accidents/incidents with identified design related impact. All identified occurrences have been reviewed by and appropriate corrective action obtained by the SLSA manufacturer in accordance with the applicable industry consensus standards and FAA regulations requirements.

Design Feature	Number of Occurrences	Fatal Accidents	Non-Fatal Accidents/Incidents
Canopy / Door Latch	5		5
Wing Structure*	3	3	
Rudder Pedals	2		2
Fuel Tank Vent Line	1		1
MLG Strut Bracket	1		1
Seat Restraint System	1	1	
Emergency Parachute Handle	1	1	

*One fatal accident caused by intentional unapproved maneuver

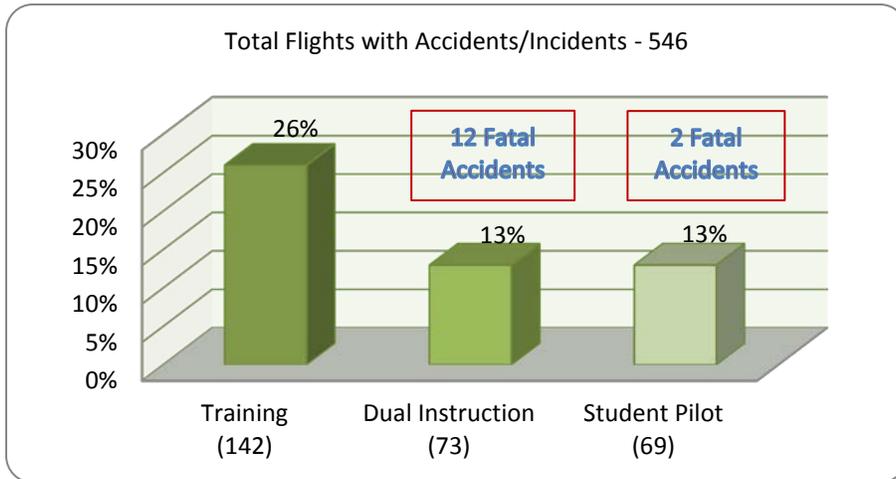
Manufacturing Quality Related Occurrences

Accidents/incidents with identified manufacturing quality related impact. All identified occurrences have been reviewed by and appropriate corrective action obtained by the SLSA manufacturer in accordance with the applicable industry consensus standards and FAA regulations requirements.

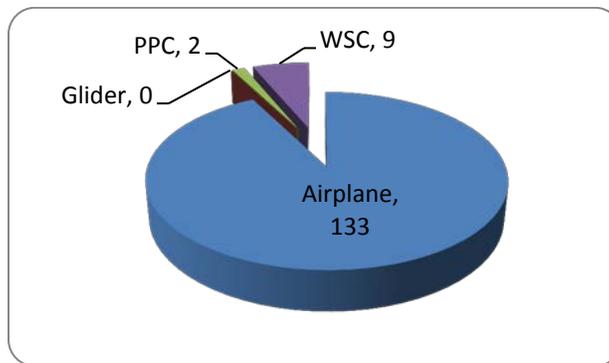
Manufacturing Quality Feature	Number of Occurrences	Fatal Accidents	Non-Fatal Accidents/Incidents
POH Deficiencies [Incorrect / Insufficient Data]	11	4	7
MLG Bolt Failure	2		2
Airspeed Indicator Marking Incorrect	3	1	2
MLG Attach Fitting Failure	1		1
Shoulder Harness Failure	2	1	1
Main Fuse Block Failure	1		1
Airframe Emergency Parachute Failure	1		1
Engine Exhaust Spring Fatigue Failure	1		1
Improper Rivet Installation – Wing Skins	1		1
Incorrect Engine Intake/Exhaust Rocker Arms	1		1
Throttle Cable Failure	4		4
Engine Mount Failure	1		1
MLG Leg Failure	1		1
Canopy Latch Spring Failure	1		1

Training Flights

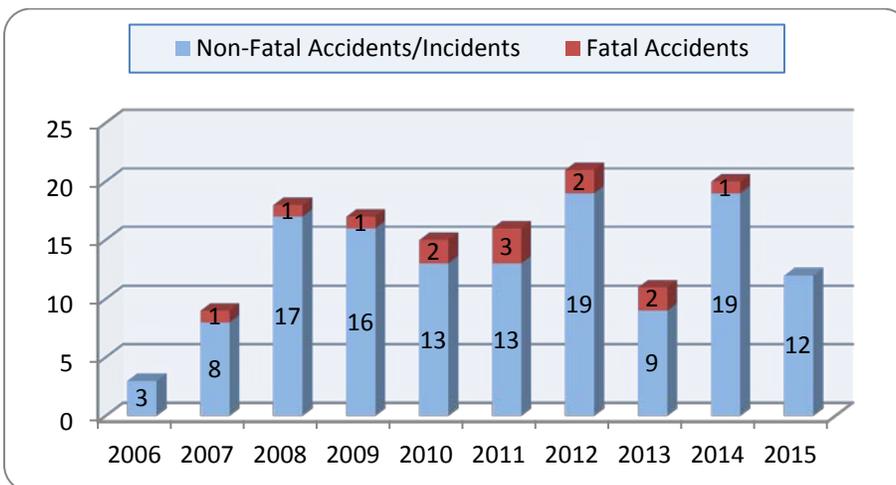
Accidents/Incidents Identified as Training Flights.



Training Flights by Class of SLSA



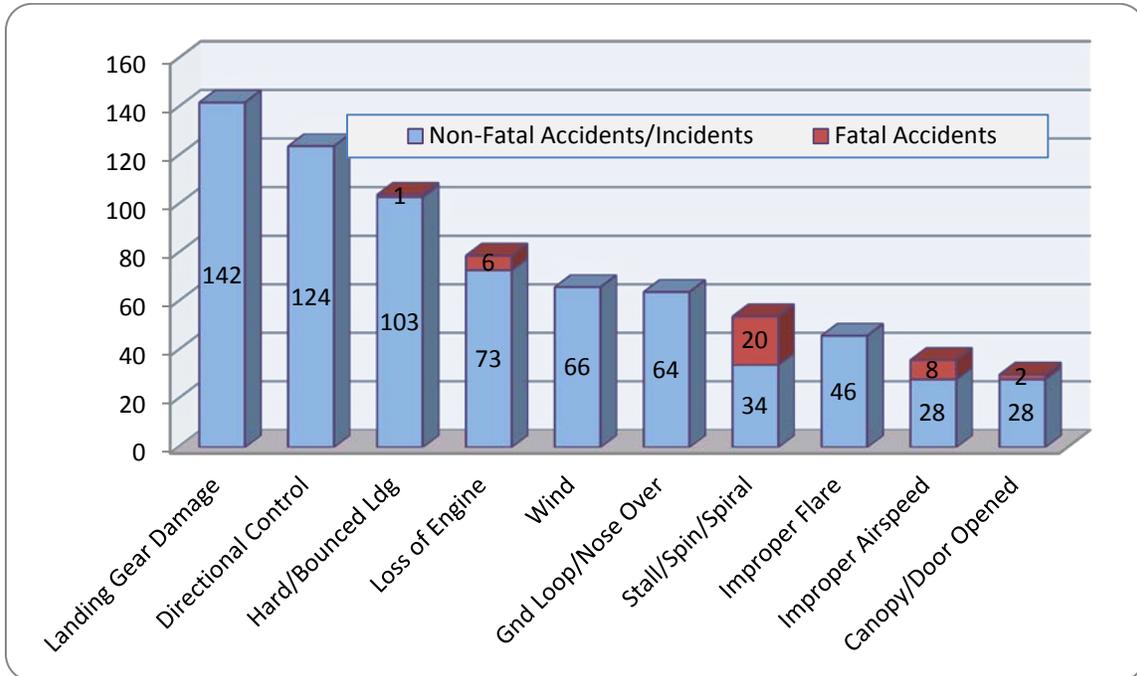
Training Flights (Accidents & Incidents) – Fiscal Year Trends [10 Years]



Accident/Incident Significant Cause/Effect Events

These events were either the causes or the effects of the accidents/incidents.

Significant Cause/Effect Events – Numbers



NOTE: Loss of Engine includes engine failures and malfunctions and any fuel related cause.

Significant Cause/Effect Events - Factors

LANDING GEAR DAMAGE: No Fatal

46 involved training; 16 dual instruction and 30 student pilot.

DIRECTIONAL CONTROL: No Fatal

46 involved training; 16 dual instruction and 30 student pilot.

HARD/BOUNCED LANDING: One (1) Fatal

47 involved training; 15 dual instruction and 32 student pilot.

LOSS OF ENGINE: Six (6) Fatal

Includes engine failures, malfunctions and any fuel related events

13 involved training; 13 dual instruction and 0 student pilot.

WIND: No Fatal

Includes tailwind, crosswind, and gusty wind

10 involved training; 2 dual instruction and 8 student pilot

GROUND LOOP/NOSE OVER: No Fatal

18 involved training; 11 dual instruction and 7 student pilot.

STALL/SPIN/SPIRAL: Nineteen (19) Fatal

24 involved training; 19 dual instruction and 5 student pilot.

IMPROPER FLARE: No Fatal

21 involved training; 7 dual instruction and 14 student pilot.

IMPROPER AIRSPEED: Eight (8) Fatal

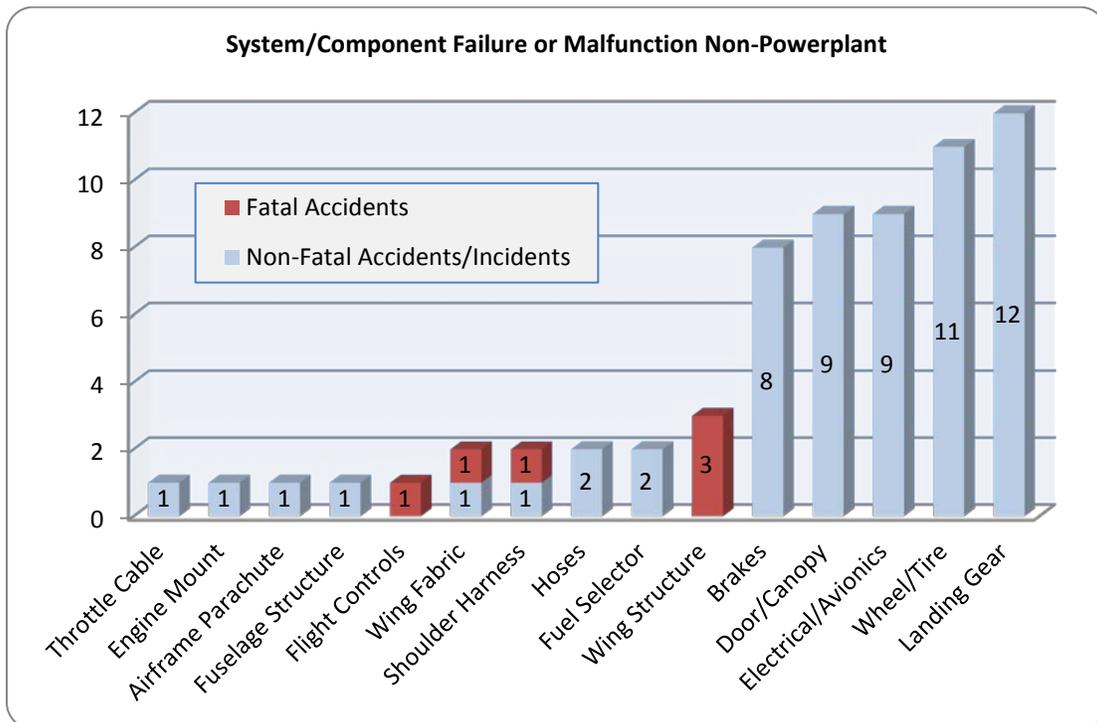
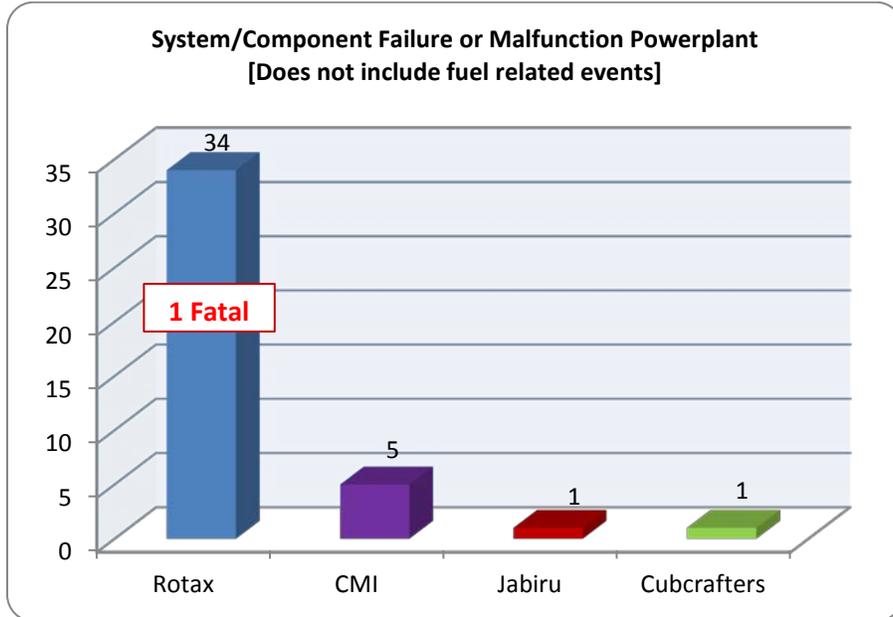
16 involved training; 10 dual instruction and 6 student pilot.

CANOPY/DOOR OPENED: Two (2) Fatal

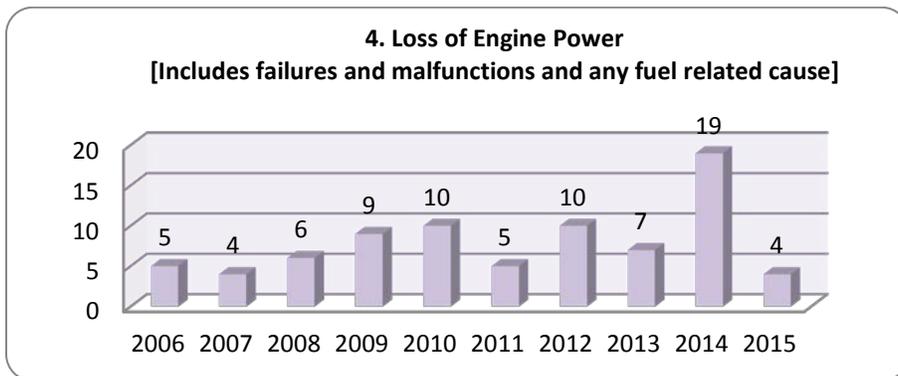
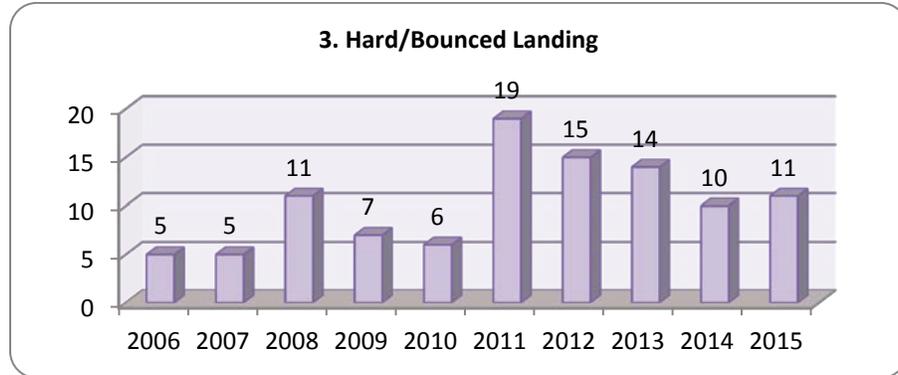
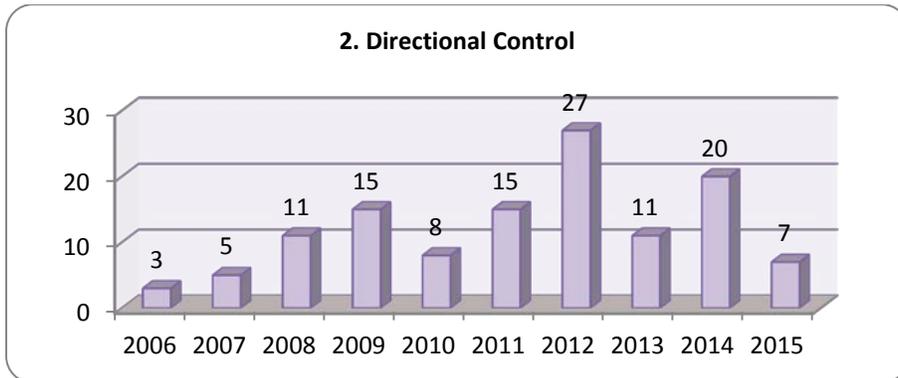
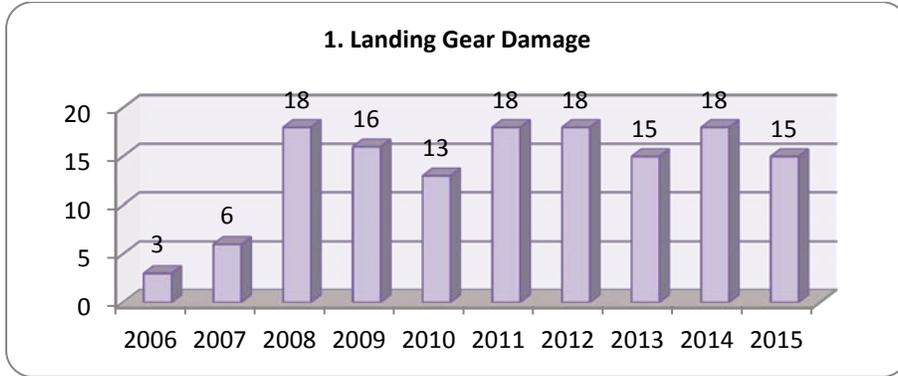
Involved **eight (8)** different make/model airplanes

4 involved training; 2 dual instruction and 2 student pilot.

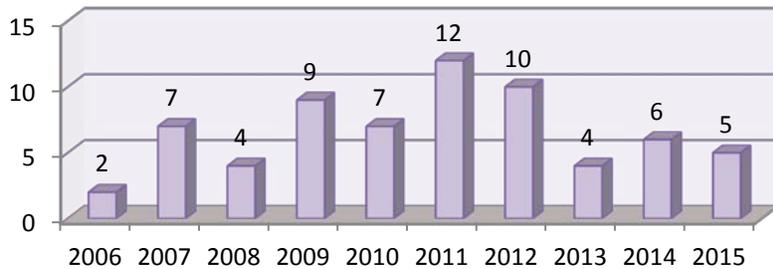
System/Component Failures



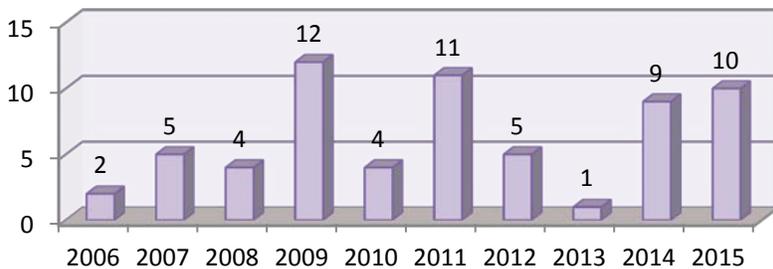
Top Ten Significant Cause/Effect Events – Fiscal Year Trends [10 Years]



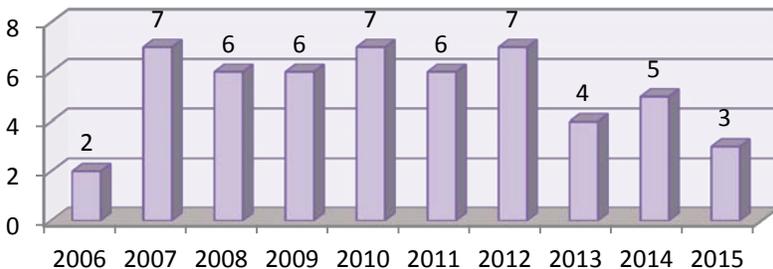
5. Wind



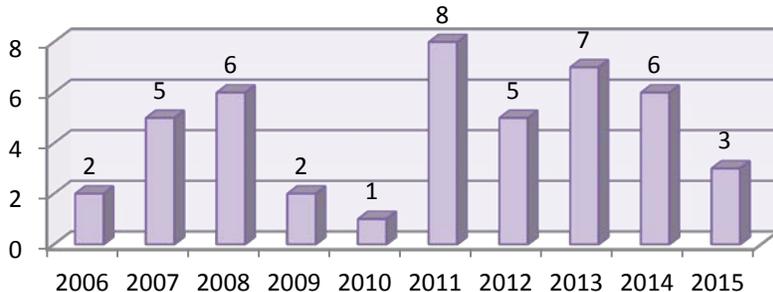
6. Ground Loop/Nose Over



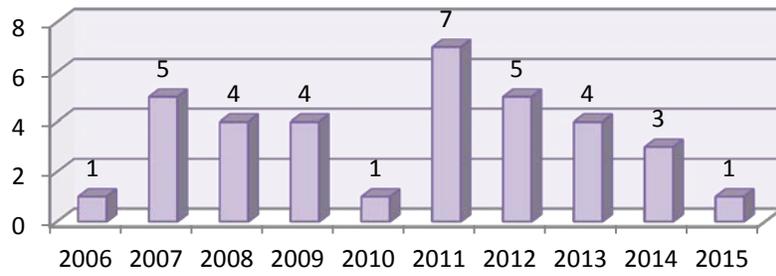
7. Stall/Spin/Spiral



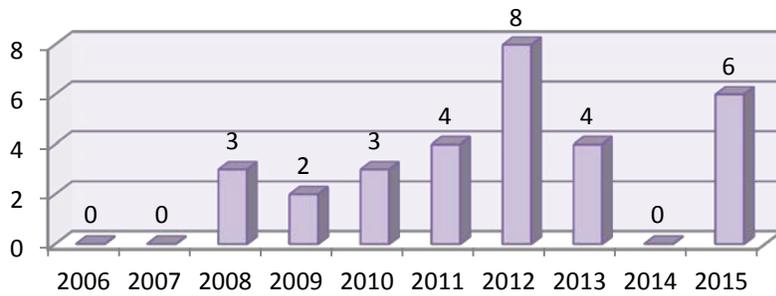
8. Improper Flare



9. Improper Airspeed

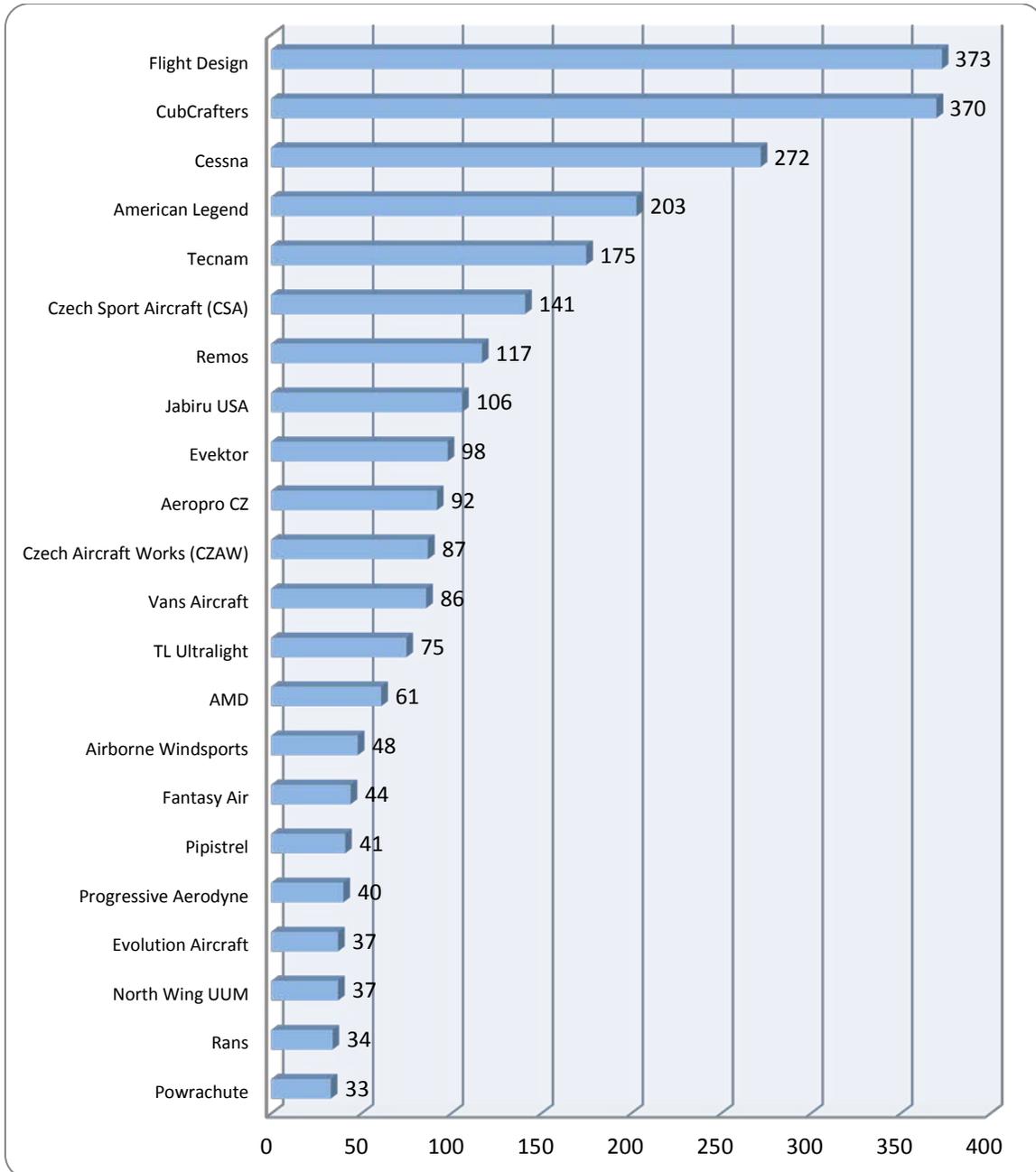


10. Canopy/Door

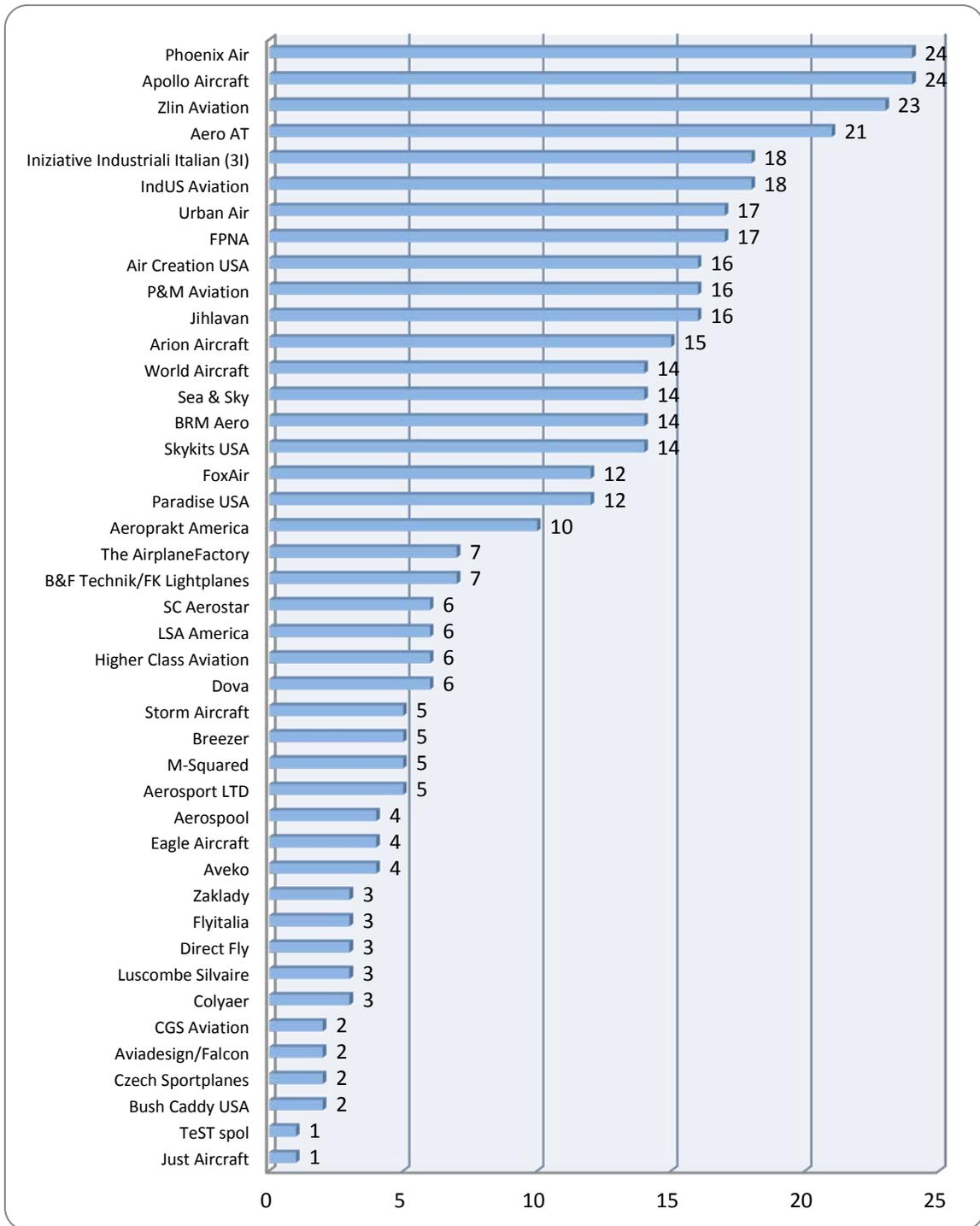


Total Aircraft by Manufacturer

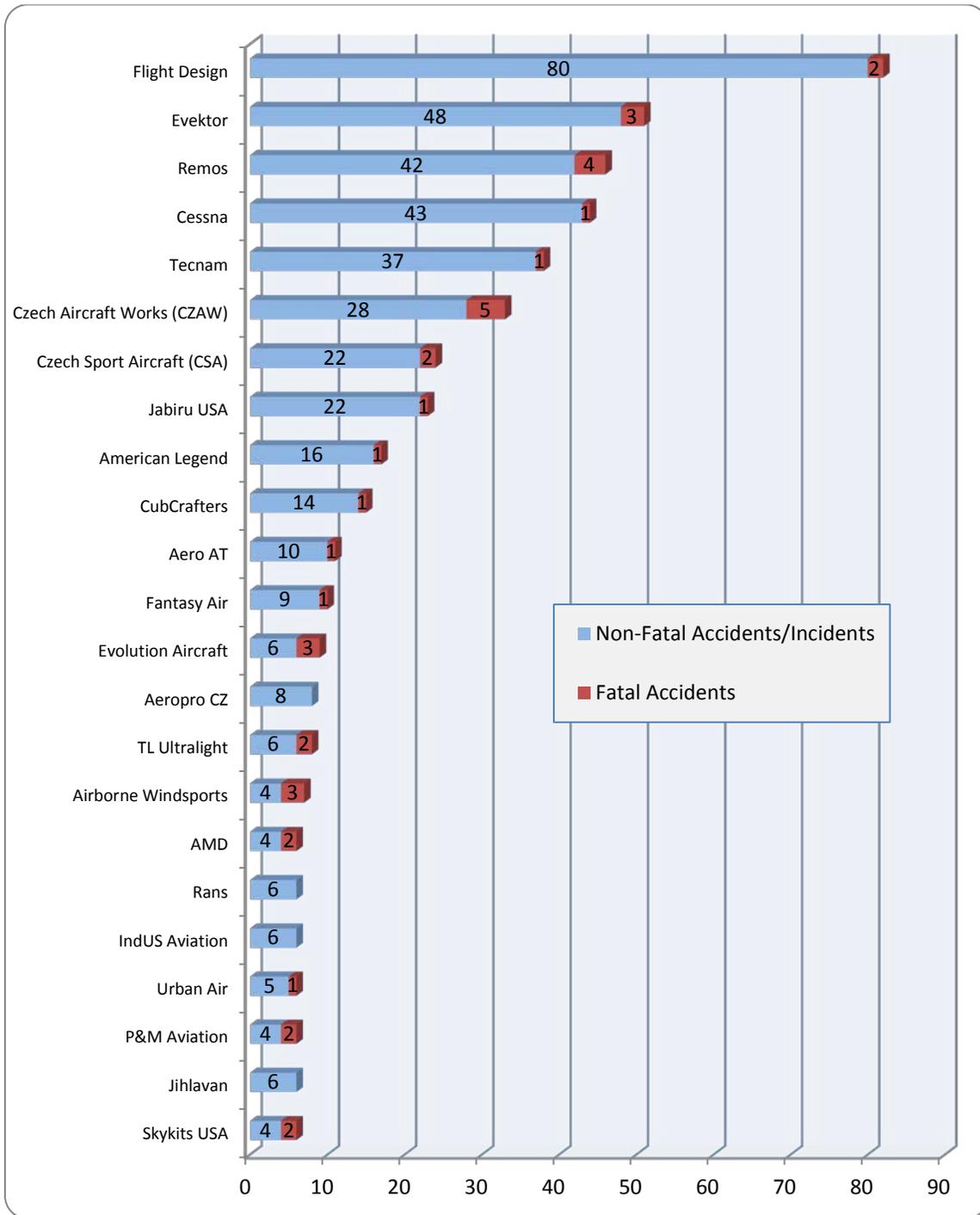
Manufacturers with greater than 25 aircraft registered and had aircraft involved in accidents/incidents. Based on FAA Aircraft Registry, AFS-750 data from October 2015 for **registration certificates issued**.



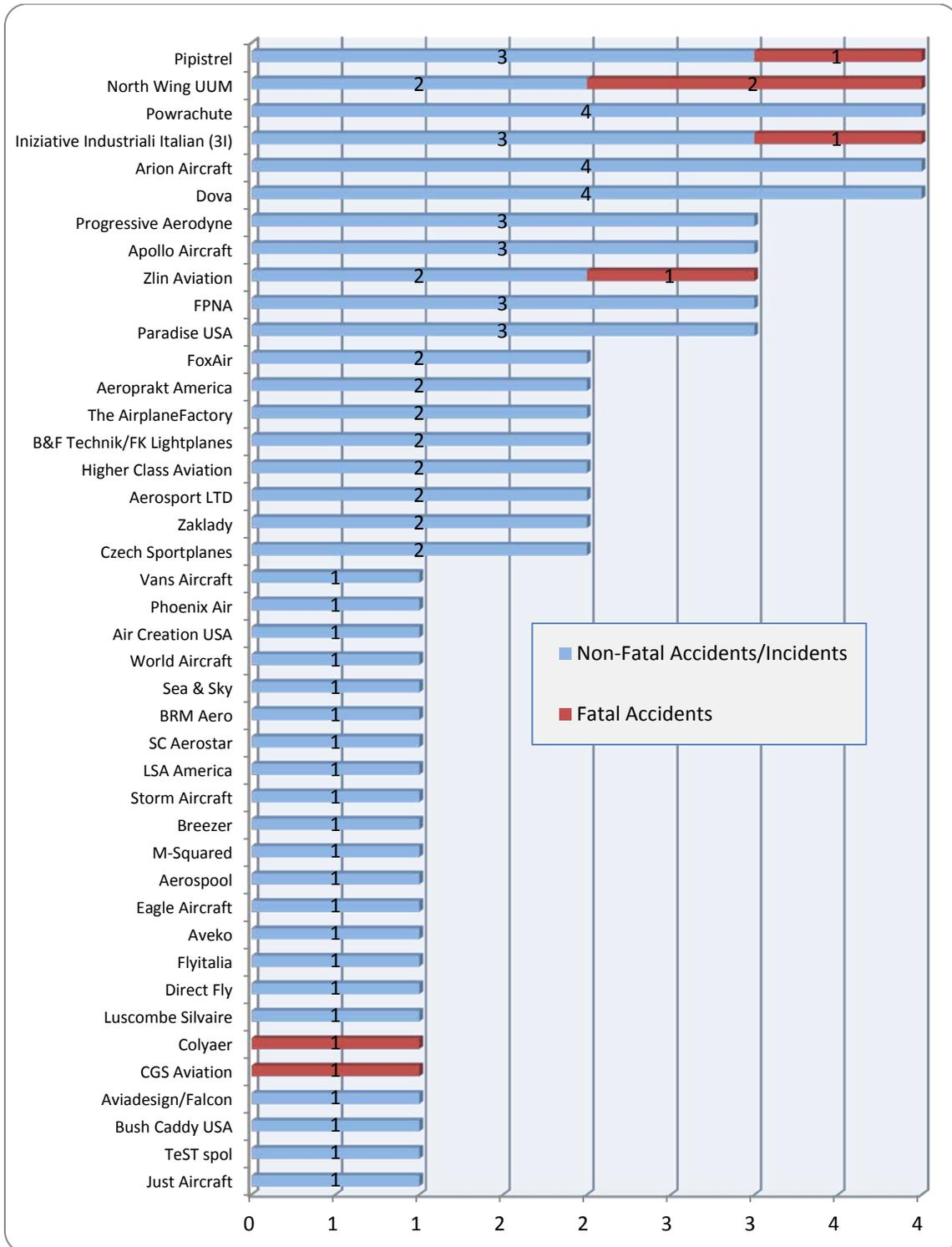
Manufacturers with less than 25 aircraft registered and had aircraft involved in accidents/incidents. Based on FAA Aircraft Registry, AFS-750 data from October 2015 for **registration certificates issued**.



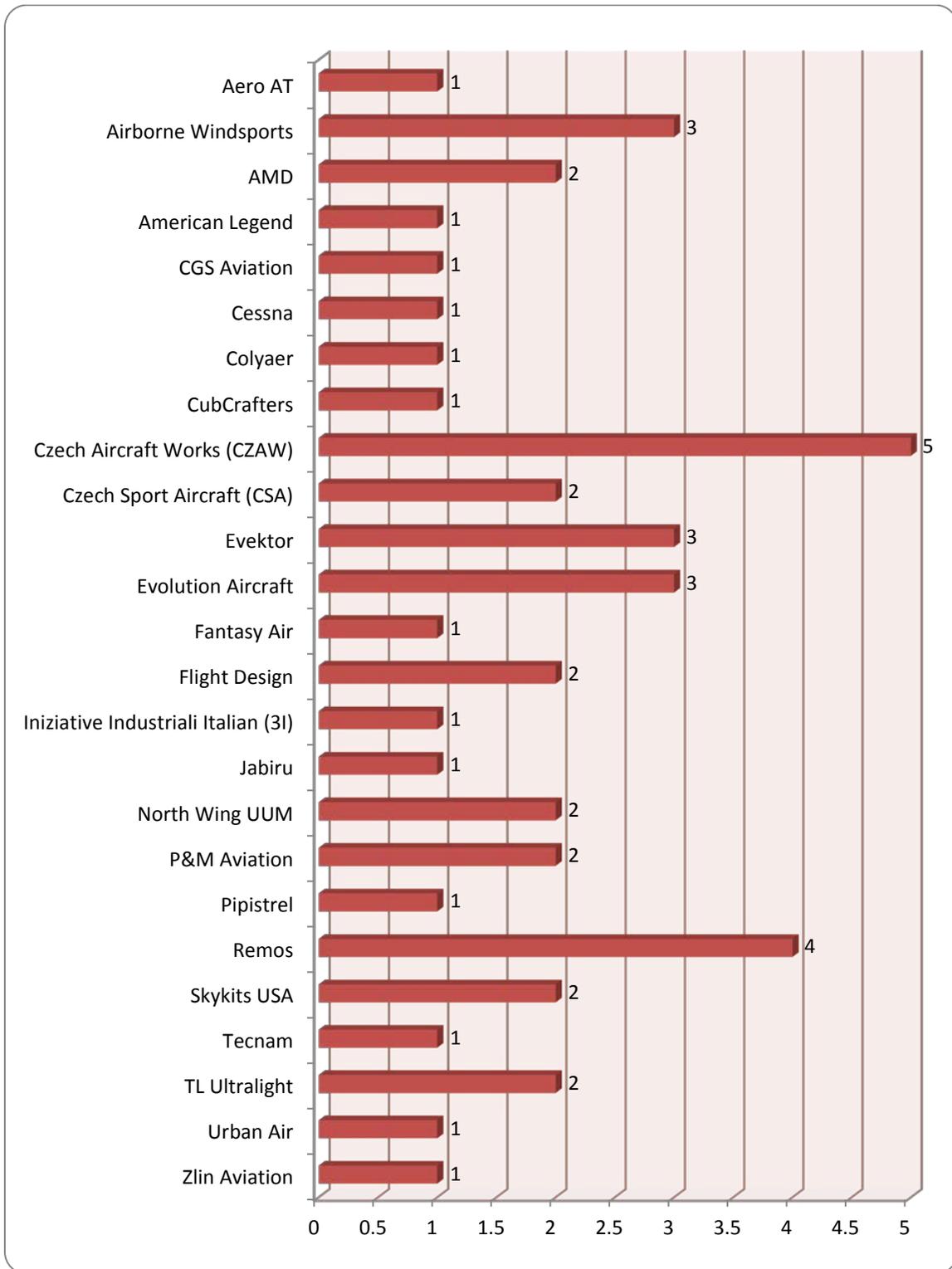
Total Accident/Incident Events by Manufacturer Manufacturers with greater than 5 events.



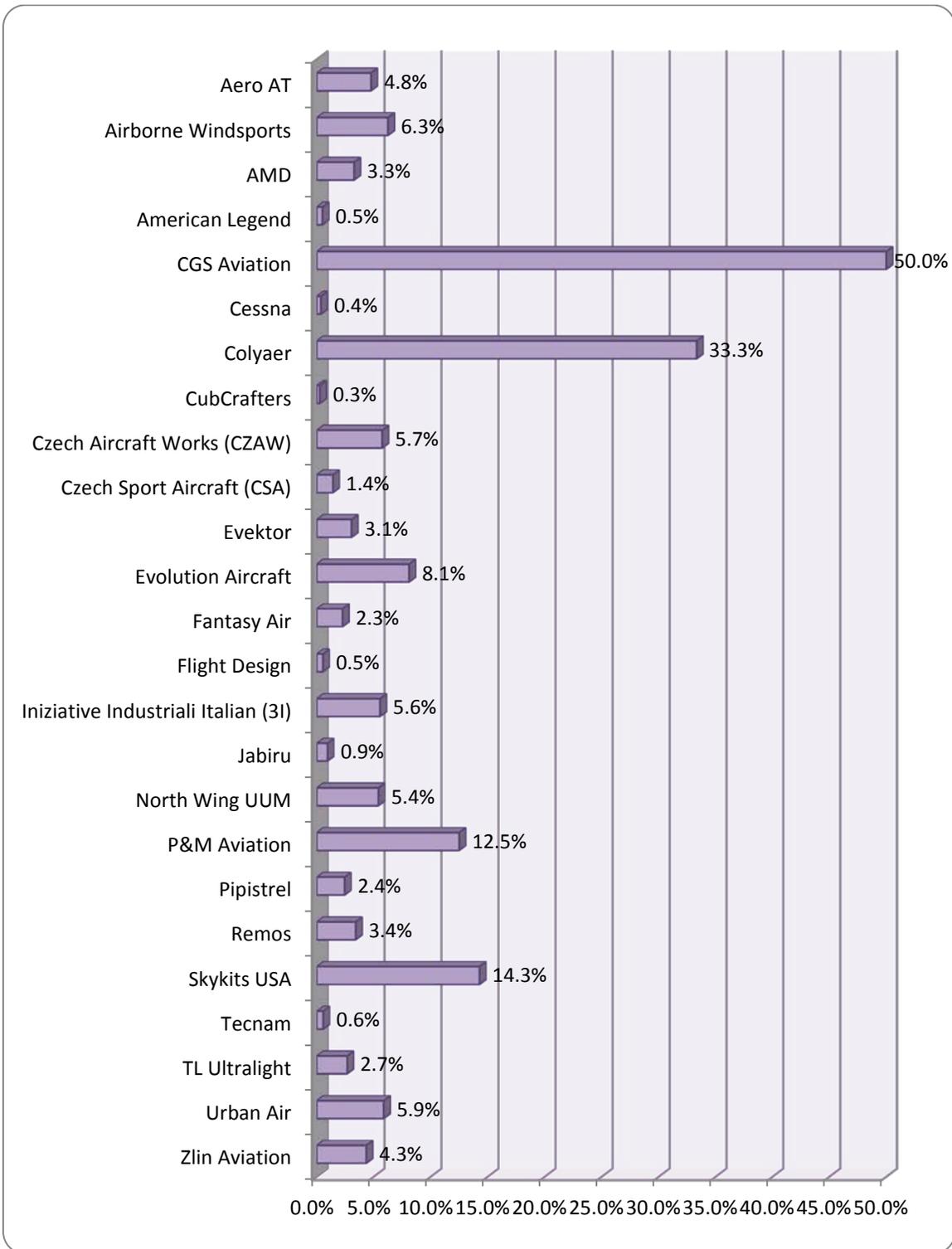
Manufacturers with less than 5 events.



Total Fatal Accidents by Manufacturer



Total Fatal Accidents by Manufacturer to Total Aircraft by Manufacturer



Fatal Accidents – Probable Cause(s)

The National Transportation Safety Board determines the probable cause(s) of the fatal accidents as follows:

Reg. Number	Make & Model	S/N	Date of Accident	NTSB No	NTSB Cause
N9164M	Fantasy Air Allegro 2000	05-208	8/7/2005	ATL05LA140	The instructor pilot's failure to maintain airspeed for unknown reasons, resulting in an aerodynamic stall and subsequent collision with the ground.
N848LC	American Legend AL11	AL-1047	7/30/2006	CHI06FA224	The failure of both pilots to assure that the fuel cap was securely in place prior to takeoff which resulted in fuel siphoning and ultimately fuel exhaustion. An additional cause was the decision to fly over the lake outside of gliding distance to shore along with the delay in diverting to refuel the airplane.
N158MD	AMD CH601XL	601- 016S	11/4/2006	LAX07FA026	In-flight structural failure of the horizontal stabilizer and wings for undetermined reasons.
N601VA	Czech Aircraft Works (CZAW) CH601XL	6-9734	11/11/2006	NYC07FA025	The pilot's inadequate preflight inspection, which resulted in a total loss of engine power due to fuel exhaustion.
N222TB	CubCrafters CC11-100	CC11- 00030	7/7/2007	LAX07FAMS1	The airplane is missing.
N808GS	Zlin Aviation Savage	0073	8/15/2007	DEN07FA136	The pilot's failure to maintain airspeed while maneuvering, resulting in an aerodynamic stall. Contributing to the accident was the conflicting airspeed information provided by the manufacturer, the incorrect airspeed indicator markings, and the high density altitude.
N616EV	Evektor SportStar	2006070 9	9/15/2007	DEN07FA158	The flight instructor's failure to maintain sufficient airspeed during takeoff-initial climb to avoid a stall/spin. Contributing to the accident was the flight instructor's inadequate preflight planning, his failure to calculate the airplane's weight and balance, the high density altitude, inadequate information for preflight planning provided by the manufacturer, and the insufficient standards for Pilot Operating Handbook information required by the ASTM consensus standards.
N357DT	Czech Aircraft Works (CZAW) CH601XL	6-9733	4/8/2008	NYC08FA158	The in-flight failure of the left wing for undetermined reasons.
N4450E	Colyaer Freedom S- 100 (Amphibian)	130- 001-028	7/9/2008	MIA08LA138	The pilot's loss of aircraft control for undetermined reasons while making a water landing.
N602CF	Czech Aircraft Works (CZAW) SportCruiser	08SC129	7/21/2008	CHI08FA196	The pilot's failure to maintain control of the airplane in the landing pattern. Contributing to the severity of injuries was the failure of the pilot's shoulder harness.

Reg. Number	Make & Model	S/N	Date of Accident	NTSB No	NTSB Cause
N454SA	Iniziativa Industriali Italian (3I) Sky Arrow 600 Sport	LSA012	10/7/2008	WPR09FA005	The pilot's failure to maintain aircraft control during a low-altitude maneuver. Contributing to the accident was the pilot's decision to perform a maneuver at a low altitude that was insufficient to allow him to recover from the loss of control. Contributing to the occupants' injuries was the inadequacy of the restraint system design by the manufacturer.
N9GX	Remos GX	299	1/25/2009	ERA09FA141	The pilot's inadequate preflight assembly and inspection which resulted in the pushrod connection to the left aileron not being connected, which led to a subsequent inflight loss of control and impact with terrain.
N433PM	P&M Aviation QuikR	8433	6/25/2009	ERA09LA369	A loss of aircraft control for an undetermined reason.
N145AG	Tecnam P2002	316	1/23/2010	CEN10FA107	A loss of aircraft control while maneuvering for undetermined reasons.
N930LA	Evektor SportStar Plus	20070930	3/5/2010	CEN10FA141	The pilot's improper decision to initiate and continue a flight into instrument meteorological conditions that led to spatial disorientation and a loss of control during cruise flight.
N853CZ	Czech Aircraft Works (CZAW) Mermaid (Amphibian)	06MM008	4/1/2010	CEN10FA182	The pilot's loss of control resulting from an aerodynamic stall/spin while maneuvering at low altitude.
N34TH	Airborne Windsports Edge XT-912	XT-912-0335	4/21/2010	WPR10FA211	The pilot's intentional in-flight maneuvers that exceeded the structural limits of the aircraft, which resulted in structural failure of the wings.
N121EV	Evektor SportStar Plus	20081011	5/29/2010	CEN10FA278	The opening of the cockpit canopy in-flight due to improper latching, which resulted in a LOC and impact with terrain.
N8549S	Aero ATAT-4	AT4-004	7/28/2010	CEN10LA470	The pilot's failure to maintain adequate airspeed which resulted in a stall and subsequent loss of control of the airplane.
N417JN	North Wing UUM Scout XC	LS9007	8/21/2010	ERA10FA435	The pilot's loss of aircraft control for an undetermined reason.
N268RA	Remos G-3/600	231	8/28/2010	WPR10FA435	The pilot's failure to maintain airplane control while maneuvering at a low altitude.
N29EP	Airborne Windsports Edge XT-912	XT-912-0131	2/15/2011	WPR11FA138	The flight instructor did not maintain aircraft control while maneuvering at low altitude. Contributing to the accident was the inadvertent application of the choke, which resulted in a momentary interruption of engine power.
N420PS	Czech Sport Aircraft (CSA) SportCruiser	P1001009	5/6/2011	ERA11FA287	The pilot's inadvertent application of control inputs that resulted in rapid, right-rolling, negative g-forces during night cruise flight and his subsequent ejection from the airplane. Contributing to the accident was the pilot's decision to fly at night in an airplane not approved for night flight, his unbuckling of the seat belt portion of the restraint harness, and the inadvertent opening of the airplane's canopy.
N282SC	Czech Aircraft Works (CZAW) SportCruiser	06SC006	5/14/2011	WPR11LA223	The pilot's failure to maintain control during the takeoff climb, which resulted in a stall at low altitude and collision with terrain. Contributing to the accident was the pilot's impaired performance from over-the-counter medications.

Reg. Number	Make & Model	S/N	Date of Accident	NTSB No	NTSB Cause
N705PM	P&M Aviation Quik	8245	5/17/2011	WPR11FA225	The pilot's continued operation of the aircraft with deteriorated wing fabric and his aggressive maneuvering at low altitude, which resulted in the right wing fabric's failure during flight. Contributing to the accident was the pilot's loading of the aircraft in excess of the MTOW limit.
N2442	TL Ultralight Sting S3	TLUSA1 74	7/29/2011	ERA11LA427	The inability of the PIC to recover from an inadvertent spin following a stall demonstration for reasons that could not be determined because aircraft and engine examinations did not reveal any anomalies that would have precluded recovery from the spin. Contributing to the severity of the accident were the PIC's failure to remove the airframe parachute system safety pin before takeoff, the exceedance of the left-seat weight limitation, and the location of the parachute system activation handle behind the PIC's seat, which prevented easy access during the uncontrolled descent.
N107GX	Remos GX	293	9/15/2011	CEN11FA645	The pilot's failure to maintain adequate airspeed while maneuvering at a low altitude. Contributing was the pilot's decision to maneuver at an altitude below that required for congested areas, which did not afford an adequate margin for stall recovery.
N61XT	Skykits USA Savannah VGW	10-03-51-905	11/20/2011	CEN12FA073	The non-certificated pilot's decision to fly the airplane without receiving any flight instruction in the airplane, which resulted in his failure to maintain sufficient airspeed during takeoff and the subsequent aerodynamic stall.
N206GX	Remos GX	335	6/15/2012	ERA12FA395	The pilot's inadequate preflight inspection, which failed to ensure that the elevator quick-fastener was properly secured, resulting in an inflight elevator control disconnect and subsequent loss of control during the ensuing emergency landing. Contributing to the accident was the pilot's failure to remove the padlock from the airplane's ballistic recovery system parachute activation handle.
N177N	TL Ultralight StingSport	TLUSA1 53	7/5/2012	WPR12FA295	The pilot's failure to recover from a stall, which resulted in a spin. Contributing to the accident was the instructor's inadequate remedial action.
N9764J	Skykits USA Savannah ADV	07-07-51-621	9/3/2012	WPR12FA395	The pilot's failure to maintain adequate airspeed while maneuvering at or above the airplane's maximum ceiling, which resulted in a stall and a subsequent loss of airplane control. Contributing to the accident was the pilot's decision to operate the airplane in the high density altitude conditions, which placed the airplane near or above its maximum ceiling.
N635J	Jabiru USA Sport Aircraft J250-SP	500	11/18/2012	CEN13LA062	The pilot's failure to maintain adequate airspeed during initial climb following an aborted landing, which resulted in an aerodynamic stall and spin at a low altitude.
N477PA	PipistrelAlpha Trainer	453AT9 12LSA	6/11/2013	CEN13FA338	The loss of engine power due to fuel exhaustion as a result of the manufacturer providing the incorrect Pilot's Operating Handbook to the owner, which prevented the pilot from accurately calculating the fuel requirements before the flight. Contributing to the accident were the pilot's inadequate preflight planning and poor decision-making.
N467YN	North Wing UUM Sport X2	LS7022	7/7/2013	WPR13LA313	The student pilot's abrupt maneuver to avoid transmission wires, which resulted in his loss of airplane control. Contributing to the accident was the pilot's decision to perform a low-altitude flight, his distracted attention, and his failure to monitor the environment for objects.

Reg. Number	Make & Model	S/N	Date of Accident	NTSB No	NTSB Cause
N424CT	Flight Design CTSW	05-06-02	7/10/2013	CEN13LA409	The airplane's unexpected encounter with a dust devil, which resulted in the loss of airplane control.
N123FJ	Airborne Windsports Edge XT-912-L	XT-912-0294	7/29/2013	WPR13LA347	The pilot's failure to properly secure himself in the cockpit with the seat belt, which resulted in his inability to control the airplane after takeoff.
N19UA	Urban Air Samba XXL	SA XL 79	8/16/2013	WPR13FA376	The pilot's failure to maintain adequate airspeed while maneuvering, which led to the airplane exceeding its critical angle of attack and experiencing an aerodynamic stall/spin. Contributing to the accident was the improper location of the parachute activation handle and the pilot's failure to remove the handle's locking pin before flight.
N98EV	Evolution Aircraft Revo	000551	3/11/2014	WPR14FA135	The pilot's reconfiguration of the fuel venting system, which resulted in a loss of engine power and subsequent loss of aircraft control.
N508CT	Flight Design CTSW	06-10-06	7/5/2014	ERA14LA329	<i>Still under investigation at the time of this report.</i>
N214EV (N779ST)	Evolution Aircraft Revo	000604	8/11/2014	CEN14LA419	<i>Still under investigation at the time of this report.</i>
N3037H	Cessna 162	16200115	9/19/2014	WPR14FA381	<i>Still under investigation at the time of this report.</i>
N916H	CGS Aviation Hawk Arrow II	HAII-316-700E-TRI	10/20/2014	CEN15LA022	<i>Still under investigation at the time of this report.</i>
N623HS	AMD CH601XLi	601-026S	3/31/2015	CEN15FA187	<i>Still under investigation at the time of this report.</i>
N35EP	Czech Sport Aircraft (CSA) SportCruiser	P1001059	6/21/2015	ERA15FA245	<i>Still under investigation at the time of this report.</i>
N2264X	Evolution Aircraft Revo	000594	9/5/2015	ERA15LA339	<i>Still under investigation at the time of this report.</i>

Appendix 1

Phase of Flight Definitions (from CICTT)

Abbreviated definitions are provided; further explanation is available from the CICTT definition and usage notes document.

STANDING (STD)

Prior to pushback or taxi, or after arrival, at the gate, ramp, or parking area, while the aircraft is stationary.

PUSHBACK/TOWING (PBT)

Aircraft is moving in the gate, ramp, or parking area, assisted by a tow vehicle (tug).

TAXI (TXI)

The aircraft is moving on the aerodrome surface under its own power prior to takeoff or after landing.

TAKEOFF (TOF)

From the application of takeoff power, through rotation, and to an altitude of 35 feet above runway elevation. Includes rejected takeoff.

INITIAL CLIMB (ICL)

From the end of the Takeoff sub-phase to the first prescribed power reduction, or until reaching 1,000 feet above runway elevation or the VFR pattern, whichever comes first.

EN ROUTE (ENR)

Visual Flight Rules (VFR): From completion of Initial Climb through cruise and controlled descent to the VFR pattern altitude or 1,000 feet above runway elevation, whichever comes first.

MANEUVERING (MNV)

Low altitude/aerobatic flight operations.

APPROACH (APR)

Visual Flight Rules (VFR): From the point of VFR pattern entry, or 1,000 feet above the runway elevation, to the beginning of the landing flare. Includes missed approach/go-around.

LANDING (LDG)

From the beginning of the landing flare until aircraft exits the landing runway, comes to a stop on the runway, or when power is applied for takeoff in the case of a touch-and-go landing. Includes aborted landing after touchdown.

EMERGENCY DESCENT (EMG)

A controlled descent during any airborne phase in response to a perceived emergency situation.

UNCONTROLLED DESCENT (UND)

A descent during any airborne phase in which the aircraft does not sustain controlled flight.

POST-IMPACT (PIM)

Any of that portion of the flight which occurs after impact with a person, object, obstacle or terrain. While not a Phase of Flight per se, this phase is added to permit accurate sequence of event reconstruction for occurrences. For example, to capture post-impact fire.

UNKNOWN (UNK)

Phase of flight is not discernible from the information available.

Appendix 2

Occurrence Categories Definitions (from CICTT)

Abbreviated definitions/notes are provided; further explanation is available from the CICTT definition and usage notes document.

ABNORMAL RUNWAY CONTACT (ARC)

Any landing or takeoff involving abnormal runway or landing surface contact.

Hard/heavy landings, long/fast landings, off center landings, crabbed landings; nose wheel first touchdown, tail strikes, and wingtip/nacelle strikes; gear-up landings. Includes waterways.

ABRUPT MANEUVER (AMAN)

The intentional abrupt maneuvering of the aircraft by the flightcrew.

Hard braking or rapid change in direction to avoid collision, etc.

AIRPROX/MIDAIR COLLISIONS (MAC)

Air proximity issues, TCAS/ACAS alerts, loss of separation as well as near collisions or collisions between aircraft in flight.

BIRD (BIRD)

Occurrences involving collisions/near collisions with bird(s)/wildlife.

May occur in any phase of flight.

COLLISION WITH OBSTACLES(S) DURING TAKEOFF AND LANDING (CTOL)

Collision with obstacle(s) during takeoff or landing while airborne.

Contact with obstacles, such as vegetation, trees and walls, snowdrifts, power cables, wires, land structures and buildings, and water obstacles.

CONTROLLED FLIGHT INTO OR TOWARD TERRAIN (CFIT)

In-flight collision or near collision with terrain, water, or obstacle without indication of loss of control.

Only for airborne phases of flight. Includes objects extending above the surface (e.g., towers, trees, power lines, wires). Includes instances when the flightcrew is affected by visual illusions or degraded visual environment.

FIRE/SMOKE (NON-IMPACT) (F-NI)

Fire or smoke in or on the aircraft, in flight, or on the ground, which is not the result of impact.

FIRE/SMOKE (POST-IMPACT) (F-POST)

Fire/Smoke resulting from impact.

Only used for occurrences in which post impact fire was a factor in the outcome. This category is only used in conjunction with another category.

FUEL RELATED (FUEL)

One or more powerplants experienced reduced or no power output due to fuel exhaustion, fuel starvation/mismanagement, fuel contamination/wrong fuel, or carburetor and/or induction icing.

For problems that are not the result of mechanical failures which are coded elsewhere.

GLIDER TOWING RELATED EVENTS (GTOW)

Premature release, inadvertent release or non-release during towing, entangling with towing, cable, loss of control, or impact into towing aircraft/winch.

Applicable both to aircraft under tow by winch or by another aircraft, or to aircraft executing towing.

GROUND COLLISION (GCOL)

Collision while taxiing to or from a runway in use.

Includes collisions with an aircraft, person, animal, ground vehicle, obstacle, building, structure, etc., while on a surface other than the runway.

GROUND HANDLING (RAMP)

Occurrences during (or as a result of) ground handling operations.

Includes collisions that occur while servicing, boarding, loading, and deplaning; includes injuries to people from prop strikes; includes towing events; includes jet blast and prop/rotor downwash; includes aircraft external preflight configuration errors (e.g., improper loading and improperly secured doors and latches).

ICING (ICE)

Accumulation of snow, ice, freezing rain, or frost on aircraft surfaces that adversely affects aircraft control or performance.

Includes accumulations that occur in flight or on the ground; includes windscreen icing and ice on sensors, antennae, and other external surfaces; does not include carb or induction icing events that are coded in the FUEL category.

LOSS OF CONTROL-GROUND (LOC-G)

Loss of aircraft control while the aircraft is on the ground.

Used only for non-airborne phases of flight; may result from a contaminated runway or taxiway (e.g., rain, snow, ice, slush); may occur as the result of other occurrence categories; do not use when a mechanical failure rendered the aircraft uncontrollable.

LOSS OF CONTROL-INFLIGHT (LOC-I)

Loss of aircraft control while, or deviation from intended flight path, in flight.

Used only for airborne phases of flight; may occur as a result of a deliberate maneuver (e.g., stall/spin practice); includes stalls; includes pilot-induced or assisted oscillations; includes occurrences involving configuring the aircraft (e.g., flaps, slats, onboard systems, etc.)

LOSS OF LIFTING CONDITIONS EN ROUTE (LOLI)

Landing en route due to loss of lifting conditions. Applicable only to aircraft that rely on static lift to maintain or increase flight altitude, namely sailplanes, gliders, hang gliders and paragliders, balloons and airships.

Applicable to gliders, motorgliders, balloons, and airships.

LOW ALTITUDE OPERATIONS (LALT)

Collision or near collision with obstacles/objects/terrain while intentionally operating near the surface (excludes takeoff or landing phases).

“Terrain” includes water, vegetation, rocks, and other natural elements lying on, or growing out of, the earth; includes aerobatics, sightseeing, demo flights, aerial inspection, ostentatious display, maneuvering in close proximity to cliffs, mountains, into box canyons, and similar flights.

OTHER (OTHR)

Any occurrence not covered under another category.

RUNWAY EXCURSION (RE)

A veer off or overrun off the runway surface.

Only applicable during either the takeoff or landing phase; may be intentional or unintentional (e.g., to avoid a collision).

RUNWAY INCURSION-ANIMAL (RI-A)

Collision with, risk of collision with, or evasive action taken by an aircraft to avoid an animal on a runway or on a helipad/helideck in use.

RUNWAY INCURSION-VEHICLE, AIRCRAFT OR PERSON (RI-VAP)

Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.

SECURITY RELATED (SEC)

Criminal/Security acts which result in accidents or incidents (per Annex 13 to the Convention on International Civil Aviation).

Examples include hijacking and/or aircraft theft, unruly passenger, flight control interference, sabotage, suicide, and acts of war.

SYSTEM/COMPONENT FAILURE OR MALFUNCTION (NON-POWERPLANT) (SCF-NP)

Failure or malfunction of an aircraft system or component other than the powerplant.

Includes errors or failures in software and database systems; includes non-powerplant parts or pieces separating from an aircraft; includes all failures/malfunctions, including those related to or caused by maintenance issues.

SYSTEM/COMPONENT FAILURE OR MALFUNCTION (POWERPLANT) (SCF-PP)

Failure or malfunction of an aircraft system or component related to the powerplant.

Includes props, prop system, and engine gearbox and powerplant controls; includes powerplant parts or pieces separating from a powerplant; includes all failures/malfunctions, including those related to or caused by maintenance issues.

TURBULENCE ENCOUNTER (TURB)

In-flight turbulence encounter.

Includes encounters with turbulence in clean air, mountain wave, mechanical, and/or cloud-associated turbulence; includes wake vortex encounters; includes turbulence when operating around or at buildings, structures, and objects.

UNDERSHOOT/OVERSHOOT (USOS)

A touchdown off the runway/helipad/helideck surface.

For occurrences during the landing phase; includes offside touchdowns.

UNINTENDED FLIGHT IN IMC (UIMC)

Unintended flight in Instrument Meteorological Conditions (IMC).

Only to be used when loss of visual reference is encountered and if pilot not qualified to fly in IMC and/or aircraft not equipped to fly in IMC.

UNKNOWN OR UNDETERMINED (UNK)

Insufficient information exists to categorize the occurrence.

Includes cases in which the aircraft is missing or in which there is not enough information at hand to classify the occurrence.

WINDSHEAR OR THUNDERSTORM (WSTRW)

Flight into wind shear or thunderstorm.

Includes in-flight events related to hail; includes events related to lightning strikes; includes events related to heavy rain.