 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: ERA13LA183		Most Critical Injury: Fatal		
		Occurrence Date: 03/29/2013		Investigated By: NTSB		
		Occurrence Type: Accident				
Location/Time						
Nearest City/Place		State	Zip Code	Local Time	Time Zone	
Collegedale		TN	37302	1530	EDT	
Aircraft Information						
Registration Number		Aircraft Manufacturer		Model/Series Number		
N999NA		Andrews		Zodiac/601XL		
Type of Aircraft: Airplane			Amateur Built Aircraft? Yes			
Injury Summary:		Fatal	1	Serious	Minor	None
						1
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No			
Narrative						
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:						
<p>*** 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. ***</p> <p>On March 29, 2013, about 1530 eastern daylight time, an experimental amateur-built Zodiac 601XL, N999NA, operated by a private individual, sustained minor damage during an in-flight upset near Collegedale Municipal Airport (FGU), Collegedale, Tennessee. The flight instructor was not injured and the private pilot was fatally injured. The instructional flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the local flight that departed FGU about 1510.</p> <p>According to the flight instructor's written statement, the private pilot purchased the airplane about 3 weeks before the accident and was not familiar with it. The flight instructor agreed to provide instruction in the airplane and first wanted familiarize himself with it. The flight instructor flew the airplane solo uneventfully on two occasions, for a total of approximately 2 hours, with the second flight ending just before the accident flight began. After his second solo flight, the flight instructor shut down the engine and reviewed the airplane's characteristics with the private pilot. They then returned to the airplane, took their time entering the cockpit, fastened their seatbelts and secured the canopy; however, they were unable to start the engine.</p> <p>The private pilot subsequently unlatched and raised the canopy to call for assistance from ground personnel. A ground person provided a charger for the airplane's battery. As he started to attach the charger, the private pilot unbuckled his seatbelt to assist; however, the ground person stated that the private pilot did not need to get out of the airplane as he did not require any help. The private pilot then put his seatbelt back on, more hastily than the first time, and appeared to fasten it again. The flight instructor thought he heard a "click," but could not see the private pilot's seatbelt with the center console between them. The pilots lowered the canopy and latched it a second time for the planned 20-minute flight.</p> <p>About 5 minutes into the flight, the flight instructor heard a wind noise from behind their heads, which he did not hear on previous flights and thought that perhaps the canopy did not have a perfect seal to the fuselage. As the flight progressed, the canopy seemed like it may have separated a little more. By that time, the flight was headed back to the airport. The canopy then pulled up enough on the latches that the flight instructor could see daylight through the openings between the canopy and fuselage. The flight instructor attempted to pull the canopy down, but it instead opened completely and the airplane entered a negative g dive. He was not sure if the change in airflow or a control input by the private pilot caused the dive. The private pilot lifted out of his seat and ejected out of the cockpit. The flight instructor was able to grab the control stick, arrest the dive, and land back at FGU uneventfully. Emergency responders later recovered the private pilot in a wooded area.</p>						
PRELIMINARY INFORMATION - SUBJECT TO CHANGE						

National Transportation Safety Board

PRELIMINARY REPORT

AVIATION



NTSB ID: ERA13LA183


Occurrence Date: 03/29/2013

Occurrence Type: Accident

Narrative (Continued)

Examination of the airplane by a Federal Aviation Administration inspector revealed minor damage to the fuselage. Initial examination of the canopy and the private pilot's seatbelt did not reveal any failures. The inspector was able to secure and release both the canopy and seatbelt without difficulty.

Updated on Apr 4 2013 9:29AM

 National Transportation Safety Board PRELIMINARY REPORT AVIATION	NTSB ID: ERA13LA183
	Occurrence Date: 03/29/2013
	Occurrence Type: Accident

Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Minor	Accident Occurred During:

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	None
2	On File	On File	Fatal
3			
4			
5			
6			

Operator Information		
Name David T Richardson	Operator Designator Code	Doing Business As


Street Address	City Chattanooga	State TN	Zip Code 37421
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-Type of Certificate(s) Held: None
Air Carrier Operating Certificate(s):

Operating Certificate:	Operator Certificate:
Regulation Flight Conducted Under: Part 91: General Aviation	
Type of Flight Operations Conducted: Instructional	

Flight Plan/Itinerary			
Type of Flight Plan Filed: None			
Last Departure Point	State	Airport Identifier	
Same as Accident/Incident Location		FGU	
Destination	State	Airport Identifier	
Local Flight	TN	FGU	

Weather Information			
Investigator's Source: Unknown	Facility ID: CHA	Observation Time (Local): 1553	
Sky/Lowest Cloud Condition:		Ft. AGL	
Lowest Ceiling: Broken	10000 Ft. AGL	Visibility: 10 SM	Altimeter: "Hg

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: ERA13LA183	
	Occurrence Date: 03/29/2013	
	Occurrence Type: Accident	

Weather Information (Continued from page 2)

Temperature: °C	Dew Point: °C	Wind Direction: 360	
Wind Speed: 8 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From FAA Southern ROC	Date
FAA District Office/Coordinator FAA/FSDO Pamela K. Charles	Investigator-In-Charge (IIC) Robert J. Gretz