



# Aviation Investigation Final Report

<b>Location:</b>	Swan Valley, Idaho	<b>Accident Number:</b>	WPR22LA139
<b>Date &amp; Time:</b>	March 30, 2022, 12:00 Local	<b>Registration:</b>	N35AH
<b>Aircraft:</b>	AVIAT AIRCRAFT INC A-1B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during a landing on a snow-covered, private grass airstrip, he did not adequately confirm the landing surface condition. Subsequently, as the airplane slowed down during the landing roll, the landing gear penetrated through a shallow layer of hard packed snow and then dug into several inches of snow, which caused the airplane to nose over. The airplane sustained substantial damage to the right wing. The pilot reported no preaccident malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain airplane control during the landing roll on a snow-covered runway surface.

## Findings

<b>Personnel issues</b>	Identification/recognition - Pilot
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Snow/slush/ice covered surface - Effect on equipment



## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 10, 2021
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	June 15, 2021
<b>Flight Time:</b>	(Estimated) 1955 hours (Total, all aircraft), 443 hours (Total, this make and model), 1894 hours (Pilot In Command, all aircraft), 13.6 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AVIAT AIRCRAFT INC	<b>Registration:</b>	N35AH
<b>Model/Series:</b>	A-1B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2007	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2417
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 1, 2021 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1
<b>Airframe Total Time:</b>	1082 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	K9 AIR LLC	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KDIJ,6229 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	12:56 Local	<b>Direction from Accident Site:</b>	42°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Idaho Falls, ID (IDA)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Idaho Falls, ID (IDA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Diamond Airstrip PVT	<b>Runway Surface Type:</b>	Grass/turf;Snow
<b>Airport Elevation:</b>	5850 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	10/28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 90 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.51958,-111.38095(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nixon, Albert
<b>Additional Participating Persons:</b>	Kerry Shumway; FAA; Salt Lake City, UT
<b>Original Publish Date:</b>	July 13, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=104881">https://data.nts.gov/Docket?ProjectID=104881</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).