



# Aviation Investigation Final Report

<b>Location:</b>	ORMOND BEACH, Florida	<b>Accident Number:</b>	ATL96LA071
<b>Date &amp; Time:</b>	March 31, 1996, 11:45 Local	<b>Registration:</b>	N8VM
<b>Aircraft:</b>	MEEKER 1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	JUNGSTER-	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that after landing, the airplane started to drift to the left, when braking action was initiated. According to the pilot, the airplane ground looped before he could compensate. Both the upper and lower left wings of the aircraft were torn off after contact with the runway surface. Examination of the aircraft failed to disclose a previous mechanical problem. The pilot also stated that his limited experience in tail wheel aircraft caused the aircraft to get away from him.

## 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 directional control during a landing, which resulted in a ground loop. A factor relating to the accident was: the pilot's lack of total experience in type of aircraft.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

On March 31, 1996, at 1145 eastern daylight time, a Meeker Junkster-1, N8VM was substantially damaged following a collision with terrain during the landing roll at the Ormond Beach Municipal Airport, in Ormond Beach, Florida. The private pilot was not injured in the accident. The aircraft was being operated under the provisions of 14 CFR Part 91 by the pilot. Visual meteorological conditions existed at the time of the accident, and no flight plan had been filed for the local, personal flight. The flight departed Ormond Beach, Florida, at 1100.

The pilot stated that after landing on runway 29, the airplane started to drift to the left when braking action was initiated. According to the pilot, the airplane ground looped before he could compensate. Both the upper and lower left wings of the aircraft were torn off after contact with the runway surface.

The examination of the aircraft failed to disclose a mechanical problem. The pilot also stated that his limited experience in tail wheel aircraft caused the aircraft to get away from him.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 16, 1994
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	243 hours (Total, all aircraft), 3 hours (Total, this make and model), 183 hours (Pilot In Command, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MEEKER	<b>Registration:</b>	N8VM
<b>Model/Series:</b>	JUNGSTER-1 JUNGSTER-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	691159
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	January 7, 1996 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	74 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	FRED S. MEEKER	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	THOMAS SCOTT VEDDER	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DAB ,35 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	11:56 Local	<b>Direction from Accident Site:</b>	180°
<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>	/ None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(OMN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	ORMOND BEACH MUNICIPAL OMN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	29 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 100 ft	<b>VFR Approach/Landing:</b>	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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	29.279092,-81.06034(est)

## Administrative Information

**Investigator In Charge (IIC):** Sasser, Roff

**Additional Participating Persons:** JOHN STYMERSKI; ORLANDO , FL

**Original Publish Date:** December 23, 1996

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=3715>

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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](#).