



# Aviation Investigation Final Report

<b>Location:</b>	Renton, Washington	<b>Accident Number:</b>	SEA03LA108
<b>Date &amp; Time:</b>	June 16, 2003, 19:05 Local	<b>Registration:</b>	N64KM
<b>Aircraft:</b>	McCarty Avid Magnum	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The instructor (right seat), accompanied by a student (left seat) were on final approach in the Avid Magnum tail wheel equipped aircraft when the instructor announced "my airplane." The student responded "your airplane." During the landing roll the student applied brakes and the aircraft nosed down. The pilot reported that he experienced no mechanical malfunction with the aircraft during the event.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's unexpected encounter with control interference when the student applied brakes during the landing roll.

## Findings

Occurrence #1: NOSE DOWN  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) CONTROL INTERFERENCE - ENCOUNTERED - PILOT IN COMMAND(CFI)
2. (C) BRAKES(NORMAL) - INADVERTENT ACTIVATION - DUAL STUDENT
3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

## Factual Information

On June 16, 2003, at 1905 Pacific daylight time, a homebuilt McCarty Avid Magnum tail wheel equipped aircraft, N64KM, registered to and being flown by a commercially rated flight instructor, and accompanied by a student pilot, sustained substantial damage when the aircraft nosed down on landing roll on runway 33 at the Renton Municipal airport, Renton, Washington. Neither occupant was injured. Visual meteorological conditions existed and no flight plan had been filed. The flight, which was personal, was operated under 14CFR91, and had originated at the Renton airport approximately 1830.

The pilot reported in a telephone interview that upon landing rollout, approximately one-third to one-half down the runway the tail started coming up and he was unable to stop it. The aircraft slid to a stop in a nose down condition and both occupants exited the aircraft. Winds at Renton at 1912 were reported from 310 degrees magnetic at 9 knots and the pilot reported that he experienced no mechanical malfunction with the aircraft during the event.

The pilot subsequently reported (refer to attached NTSB Form 6120.1) that he was occupying the right seat and a student was in the left seat when, at two miles out on final he announced to the student "my airplane." The student responded "your airplane." During the landing roll the student applied brakes resulting in the aircraft nosing down.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 9, 2002
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	July 1, 2002
<b>Flight Time:</b>	1020 hours (Total, all aircraft), 360 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	None	<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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 21, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	0 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	McCarty	<b>Registration:</b>	N64KM
<b>Model/Series:</b>	Avid Magnum	<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>	KN-2
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 14, 2003 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	1800 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	360 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4M
<b>Registered Owner:</b>	McCarty, Kirk A.	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<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>	RNT,32 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	19:12 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Renton, WA (RNT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(RNT )	<b>Type of Clearance:</b>	Traffic advisory
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Renton Municipal RNT	<b>Runway Surface Type:</b>	Asphalt,Concrete
<b>Airport Elevation:</b>	32 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5379 ft / 200 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	47.488887,-122.214721

## Administrative Information

<b>Investigator In Charge (IIC):</b>	McCreary, Steven
<b>Additional Participating Persons:</b>	Candace Carrera; FAA FSDO; Renton, WA
<b>Original Publish Date:</b>	March 2, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=57256">https://data.nts.gov/Docket?ProjectID=57256</a>

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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](#).