



Aviation Investigation Final Report

Location:	Kenly, North Carolina	Accident Number:	ATL06CA064
Date & Time:	April 12, 2006, 19:00 Local	Registration:	N711WN
Aircraft:	Cessna L-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that during his initial takeoff roll he applied full right rudder and gradually advanced the throttle to full power. The pilot stated as full power was attained the aircraft veered to the left, and before he could regain control of the airplane it ground looped. The airplane bounced sideways causing the right main landing gear to separate from the airframe resulting in a propeller strike and the buckling of the right wing. The pilot reported that during the last annual inspection the tail wheel steering springs and chains were replaced. The pilot conducted four flights after the annual inspection and noticed that the airplane steered left, but he did not return the airplane for correction of the problem.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued operation of the airplane with known deficiencies (tail wheel steering) which resulted in loss of directional control during the takeoff roll, and a ground loop.

Findings

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

Findings

1. LANDING GEAR,STEERING SYSTEM - LOOSE
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT

Factual Information

On April 12, 2006, at 1900 eastern daylight time, a Cessna L-19, N771WN, registered to and operated by a private owner as a 14 CFR Part 91 personal flight, experienced an on-ground loss of directional control during takeoff roll at a private airstrip near Kenly, North Carolina. The airplane received substantial damage. Visual meteorological conditions prevailed and no flight plan was filed. The commercial pilot reported minor injuries. The flight was originating from the private airstrip at the time of the accident.

The pilot stated that during his initial take off roll he applied full right rudder and gradually advanced the throttle to full power. The pilot stated as full power was attained the aircraft veered to the left, and before he could regain control of the airplane it ground looped. The airplane bounced sideways causing the right main landing gear to separate from the airframe resulting in a propeller strike, and the buckling of the right wing. The pilot reported that during the last annual inspection the tail wheel steering springs and chains were replaced. The pilot conducted four flights after the annual inspection, and noticed that the airplane steered left. The pilot noted the difficulty on each departure but did not return the airplane for an inspection of the tail wheel steering chains. During the inspection of the airplane by an FAA inspector, and a review of the US Army maintenance manual revealed all maintenance procedures were accomplished in accordance with the Cessna T.O. 1L-19A-2 paragraph 2-254 to 2-257.

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 2005
Flight Time:	2376 hours (Total, all aircraft), 65 hours (Total, this make and model), 2249 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N711WN
Model/Series:	L-19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24501
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 1, 2006 Annual	Certified Max Gross Wt.:	1990 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6491 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-11A
Registered Owner:	Wallace R Nelms	Rated Power:	213 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRDU,436 ft msl	Distance from Accident Site:	42 Nautical Miles
Observation Time:	18:51 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	22°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kenly, NC	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	

Airport Information

Airport:	Kenly Airport PVT	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.594722,-78.095275

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Richard M Litka; Greensboro FSDO-05; Greensboro, NC
Original Publish Date:	July 31, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=63533

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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](#).