



Aviation Investigation Final Report

Location:	Holbrook, Arizona	Accident Number:	LAX06CA195
Date & Time:	May 30, 2006, 16:30 Local	Registration:	N515TT
Aircraft:	Waco Classic Aircraft Corp. YMF 5C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The tail wheel equipped airplane ground looped during landing. The pilot reported that during touchdown, a gust of wind blew the tail to the right, turning the biplane to the left. The pilot failed to regain aircraft control and the right lower wing contacted the pavement. The airplane eventually departed the left side of the runway into sandy soil and nosed down. The pilot reported the wind as variable but predominantly from 120 degrees at 9 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the crosswind condition and failure to maintain directional control of the airplane during landing, which resulted in a ground loop.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - RUNWAY

Factual Information

On May 30, 2006, at 1630 mountain standard time, a Waco Classic Aircraft Corp. YMF 5C airplane, N515TT, ground looped while landing on runway 3 at the Holbrook Municipal Airport (P14) Holbrook, Arizona. The airplane was registered to the private pilot, who operated the airplane under the provisions of 14 CFR Part 91 as a personal flight. The airplane sustained substantial damage. The pilot was not injured. Visual meteorological conditions prevailed and a flight plan had not been filed for the cross-country flight that originated from Kingman, Arizona, at 1500.

According to the pilot's written statement, he had established the tail wheel equipped biplane at 75 knots for the wheel landing. Upon touchdown a gust of wind "blew the tail to the right, initiating a turn to the left." The right lower wing contacted the pavement, and the airplane eventually departed the left side of the runway into sandy soil. The right main landing gear collapsed and the airplane nosed down coming to rest on the propeller, left wing tips, and left main landing gear. The airplane sustained substantial damage to the landing gear, wings, and fuselage.

The pilot reported the wind as variable but predominantly from 120 degrees at 9 knots.

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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:	March 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2005
Flight Time:	2450 hours (Total, all aircraft), 713 hours (Total, this make and model), 5152 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Waco Classic Aircraft Corp.	Registration:	N515TT
Model/Series:	YMF 5C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	F5C-086
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	December 1, 2005 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	636.5 Hrs at time of accident	Engine Manufacturer:	Jacobs
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-755-B2M
Registered Owner:	George Schreyer	Rated Power:	275 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kingman, AZ (IGM)	Type of Flight Plan Filed:	Unknown
Destination:	Holbrook, AZ (P14)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	Holbrook Municipal P14	Runway Surface Type:	Asphalt
Airport Elevation:	5262 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	6698 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.940555,-110.138336

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	Mike Chittick; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	October 3, 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=63871

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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](#).