



Aviation Investigation Final Report

Location:	Jackpot, Nevada	Accident Number:	LAX07CA138
Date & Time:	April 28, 2007, 13:45 Local	Registration:	N211RT
Aircraft:	Tolsma Tony G Avid Magnum	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The experimental conventional landing gear equipped airplane ground looped and nosed over following a hard landing. The pilot flew crosswind to check the wind direction, and he thought that the winds favored landing on runway 33. They were variable at 5 knots gusting to 10. On downwind, the windsock indicated that he would have a quartering tail wind. He decided to continue the landing on 33 because it was uphill, and he didn't think that the wind was too bad. But during the landing, the airplane stalled about 3 feet over the runway, impacted the runway hard, and bounced into the air. When the airplane touched down again, it veered left and ground looped. The right wing impacted a runway sign, and the airplane nosed over. When the pilot exited the airplane, he noticed that the winds were gusting more than he expected. He also reported that there were no malfunctions with the airplane prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate weather evaluation, inadequate compensation for the wind conditions, and decision to land with a gusty, quartering tailwind. Also causal was the pilot's misjudged landing flare and inadequate recovery from a bounced landing, resulting in a loss of directional control, collision with an object, and a nose over.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - TAILWIND
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
6. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
8. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

10. OBJECT - SIGN

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On April 28, 2007, at 1345 mountain daylight time, an experimental conventional geared Tolsma Avid Magnum, N211RT, departed the runway during landing and nosed over at Jackpot Airport/Hayden Field, Jackpot, Nevada. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger were not injured; the airplane sustained substantial damage. The cross-country personal flight departed Caldwell, Idaho, at 1222, with a planned destination of Jackpot. Visual meteorological conditions prevailed, and no flight plan had been filed. The approximate global positioning system (GPS) coordinates of the primary wreckage were 41 degrees 58.56 minutes north latitude and 114 degrees 39.49 minutes west longitude.

According to the pilot, he flew crosswind to check the wind direction, and thought that the winds favored landing on runway 33. He said that they were variable at 5 knots gusting to 10. On downwind, the windsock indicated that he would have a quartering tail wind. He decided to land on runway 33 because it was uphill, and he didn't think that the wind was too bad.

On final, the pilot pulled power about 3 feet over the runway because he thought that he was too fast. The airplane stalled, impacted the runway hard, and bounced into the air. When the airplane touched down again, it veered to the left. He added power, but that didn't prevent a ground loop. The right wing impacted a runway sign, and the airplane nosed over. When the pilot exited the airplane he noticed that the winds were gusting more than he expected. He thought that the tail wind, high altitude, and warm temperature caused the airplane to stall before he was ready for touchdown. He also reported that there were no malfunctions with the airplane prior to the accident.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 2006
Flight Time:	742 hours (Total, all aircraft), 650 hours (Total, this make and model), 742 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Tolsma Tony G	Registration:	N211RT
Model/Series:	Avid Magnum	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	02M
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 1, 2006 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	170.2 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-B3B
Registered Owner:	On file	Rated Power:	160 Horsepower
Operator:	On file	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:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CALDWELL, ID (U35)	Type of Flight Plan Filed:	None
Destination:	Jackpot, NV	Type of Clearance:	None
Departure Time:	12:22 Local	Type of Airspace:	

Airport Information

Airport:	JACKPOT/HAYDEN FIELD 06U	Runway Surface Type:	Asphalt
Airport Elevation:	5213 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	6200 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.976112,-114.658058

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Jerry Roberts; Federal Aviation Administration ; Reno, NV
Original Publish Date:	July 25, 2007
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=65717

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