



# Aviation Investigation Final Report

<b>Location:</b>	Carlsbad, California	<b>Accident Number:</b>	LAX08CA095
<b>Date &amp; Time:</b>	April 9, 2008, 12:31 Local	<b>Registration:</b>	N4418
<b>Aircraft:</b>	Curtiss-Wright Travel Air 4000	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

Following an uneventful commercial air tour sightseeing flight in the 1928 model biplane, the pilot returned to the departure airport and prepared for landing on runway 24. The pilot stated that during his approach, air traffic control tower personal reported that the wind was from 180 degrees at 5 knots. The pilot compensated for the wind by initiating a crab, and he landed on the runway. During the landing rollout the pilot lost directional control of the airplane. The airplane's lower right wing impacted the runway as the airplane suddenly reversed direction and ground looped to a stop.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate crosswind compensation and failure to maintain directional control during landing rollout.

## Findings

<b>Environmental issues</b>	Crosswind - Not specified
<b>Aircraft</b>	Crosswind correction - Not attained/maintained
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Lack of action - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	March 1, 2008
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2722 hours (Total, all aircraft), 117 hours (Total, this make and model), 38 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Curtiss-Wright	<b>Registration:</b>	N4418
<b>Model/Series:</b>	Travel Air 4000	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	378
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Wright
<b>ELT:</b>		<b>Engine Model/Series:</b>	R760-8
<b>Registered Owner:</b>	Daniels Aviation, Inc.	<b>Rated Power:</b>	
<b>Operator:</b>	Barnstormng Adventures	<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>	CRQ,331 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:09 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 2700 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Carlsbad, CA (CRQ)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Carlsbad, CA (CRQ)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	11:35 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	McClellan-Palomar CRQ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	331 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4897 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	32.789756,-116.960517(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pollack, Wayne
<b>Additional Participating Persons:</b>	Thomas Marquez; Federal Aviation Administration; San Diego, CA
<b>Original Publish Date:</b>	May 28, 2008
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=67798">https://data.nts.gov/Docket?ProjectID=67798</a>

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