



Aviation Investigation Final Report

Location:	Bluff, Utah	Accident Number:	SEA08CA111
Date & Time:	April 24, 2008, 09:50 Local	Registration:	N134DD
Aircraft:	Aviat A-1C-200	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing at a 1,000-foot-long remote dirt airstrip, the pilot encountered gusting variable winds. He said that while focusing on compensating for those winds, he failed to slow the airplane sufficiently. After touchdown, the airplane ran off the end of the airstrip, encountered rocks, and nosed over onto its back.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate short-field landing procedure and excessive airspeed that resulted in a landing overrun. Contributing to the accident were gusting unfavorable winds, the short runway, and rocks off the departure end of the strip.

Findings

Environmental issues	Runway/landing area length - Not specified
Environmental issues	Gusts - Not specified
Aircraft	Crosswind correction - Not attained/maintained
Aircraft	Airspeed - Incorrect use/operation
Environmental issues	(general) - Not specified
Aircraft	Descent/approach/glide path - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Landing area overshoot (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	January 1, 2008
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4073 hours (Total, all aircraft), 324 hours (Total, this make and model), 55 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N134DD
Model/Series:	A-1C-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3015
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360-A1D6
Registered Owner:	GJ Hangar, LLC	Rated Power:	
Operator:	John L. Moss	Operating Certificate(s) Held:	None
Operator Does Business As:	GJ Hangar, LLC	Operator Designator Code:	

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 / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bluff, UT (U66)	Type of Flight Plan Filed:	None
Destination:	Bluff, UT	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Zahn Bay NONE	Runway Surface Type:	Dirt
Airport Elevation:	3750 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	1000 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	37.221111,-110.546386

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	May 28, 2008
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=67887

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).