



Aviation Investigation Final Report

Location:	Casper, Wyoming	Accident Number:	WPR10CA358
Date & Time:	July 19, 2010, 08:30 Local	Registration:	N115XT
Aircraft:	AVIAT AIRCRAFT INC A-1B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after two uneventful wheel landings in a tailwheel-equipped airplane he attempted a three point landing. During touchdown the pilot reported he was “carrying too much speed” and “lost control” of the airplane. The airplane exited the right side of the runway and ground looped. During the accident sequence, the left wing struck the ground and was substantially damaged. The pilot reported no mechanical failures or malfunctions with the airframe or engine prior to the accident. At the time of the accident, the airport’s automated weather system reported the wind as calm.

Probable Cause and Findings

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

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Runway excursion
Landing-flare/touchdown	Dragged wing/rotor/float/other

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
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 Without waivers/limitations	Last FAA Medical Exam:	October 8, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 6, 2009
Flight Time:	1675 hours (Total, all aircraft), 76 hours (Total, this make and model), 1558 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N115XT
Model/Series:	A-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2216
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 23, 2009 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	110 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	630 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360 SERIES
Registered Owner:	On file	Rated Power:	180 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:	KCPR,5350 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	08:53 Local	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:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	14°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Casper, WY (KCPR)	Type of Flight Plan Filed:	None
Destination:	Casper, WY (KCPR)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:	Casper/Natrona County Intl. KCPR	Runway Surface Type:	Asphalt
Airport Elevation:	5350 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	10165 ft / 150 ft	VFR Approach/Landing:	Stop and go

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:	42.907775,-106.464164(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jefferey
Additional Participating Persons:	Darrel Woodworth; Federal Aviation Administration; Casper, WY
Original Publish Date:	December 20, 2010
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=76683

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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](#).