



Aviation Investigation Final Report

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| Location: | North Bend, Washington | Accident Number: | WPR11CA065 |
| Date & Time: | November 28, 2010, 15:00 Local | Registration: | N55HU |
| Aircraft: | AVIAT AIRCRAFT INC A-1B | Aircraft Damage: | Substantial |
| Defining Event: | Nose over/nose down | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that during a local area personal proficiency flight, he decided to make a full-stop landing on the snow-covered runway of a remote state airstrip. Although he overflew the strip before landing, because he had not predetermined the actual depth of the snow on the surface, during the landing roll the airplane sunk deep enough into the snow that it decelerated at a rate that resulted in it nosing over onto its back. The pilot did not report any airplane malfunctions or anomalies, and he further stated that the accident could have been prevented if he had not landed without first acquiring an "exact verification" of the snow depth on the runway surface.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to predetermine the depth of the snow on the runway.

Findings

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| Aircraft | (general) - Capability exceeded |
| Personnel issues | (general) - Pilot |
| Environmental issues | Snowy/icy terrain - Contributed to outcome |

Factual Information

History of Flight

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| Landing-landing roll | Nose over/nose down (Defining event) |
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Pilot Information

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| Certificate: | Private | Age: | 53 |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | |
| 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 2 Without waivers/limitations | Last FAA Medical Exam: | January 7, 2010 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 2774 hours (Total, all aircraft), 867 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | AVIAT AIRCRAFT INC | Registration: | N55HU |
| Model/Series: | A-1B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 2046 |
| Landing Gear Type: | | Seats: | 2 |
| 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: | O&VO-360 SER |
| Registered Owner: | KAIHAI CORP | Rated Power: | 180 Horsepower |
| Operator: | Robert Londo | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| 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: | | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 1500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 3°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Everett, WA | Type of Flight Plan Filed: | None |
| Destination: | Everett, WA | Type of Clearance: | None |
| Departure Time: | 14:30 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-------------------|----------------------------------|-----------|
| Airport: | Bandera State 4W0 | Runway Surface Type: | Snow |
| Airport Elevation: | | Runway Surface Condition: | Snow |
| Runway Used: | 08 | IFR Approach: | None |
| Runway Length/Width: | 2344 ft / 200 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-----------------------|
| 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: | 47.390556,-121.535278 |

Administrative Information

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| Investigator In Charge (IIC): | Anderson, Orrin |
| Additional Participating Persons: | Bruce Kitelinger; Seattle FSDO; Renton, WA |
| 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=77888 |

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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](#).