



Aviation Investigation Final Report

Location:	McKinney, Texas	Accident Number:	CEN11LA142
Date & Time:	January 2, 2011, 09:00 Local	Registration:	N102PJ
Aircraft:	AMERICAN LEGEND AIRCRAFT CO AL3	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was performing a landing when the airplane bounced several times before he lost control of the airplane. The airplane veered to the right and departed the runway. As the airplane continued through the grass, the right wing contacted a construction sign and impacted a ditch, coming to rest inverted. An eyewitness reported that the tailwheel never fully contacted the ground prior to departing the runway. No preimpact anomalies were reported by the pilot.

Probable Cause and Findings

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

Findings

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

Factual Information

History of Flight

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

On January 2, 2011, approximately 0900 central standard time, an American Legend Aircraft AL3, N102PJ, impacted an construction sign and nosed over following a runway excursion at the Aero Country Airport (T31), McKinney, Texas. The student pilot was not injured. The airplane sustained substantial crushing damage to the right wing and vertical stabilizer. The aircraft was registered to and operated by Shell Air LLC, Olathe, Kansas, under the provisions of 14 Code of Federal Regulations Part 91 as a local training flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The local flight originated from T31 approximately 0855.

According to a statement provided by the pilot, upon landing at the airport, the airplane bounced several times before he lost control of the airplane. The airplane veered to the right and departed the runway. After departing the runway the airplane's right wing struck a construction sign. The airplane then impacted a ditch and came to rest inverted. The pilot did not report any anomalies with the airplane prior to the accident landing. A certified flight instructor saw the landing and reported that the airplane's tailwheel did not appear to fully contact the ground prior to the airplane departing the runway.

Student pilot Information

Certificate:	Student	Age:	16,Male
Airplane Rating(s):	None	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 3 Without waivers/limitations	Last FAA Medical Exam:	July 9, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN LEGEND AIRCRAFT CO	Registration:	N102PJ
Model/Series:	AL3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	AL-1104
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:		Engine Model/Series:	O-200
Registered Owner:	SHELL AIR LLC	Rated Power:	100 Horsepower
Operator:	SHELL AIR LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TKI,585 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	90°
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:	30.43 inches Hg	Temperature/Dew Point:	0°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McKinney, TX (T31)	Type of Flight Plan Filed:	None
Destination:	McKinney, TX (T31)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Aero Country T31	Runway Surface Type:	Asphalt
Airport Elevation:	792 ft msl	Runway Surface Condition:	
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4305 ft / 40 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	33.208332,-96.741943(est)

Administrative Information

Investigator In Charge (IIC): Aguilera, Jason

Additional Participating Persons: James R Minter; FAA FSDO; Dallas, TX

Original Publish Date: October 3, 2011

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=78112>

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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](#).