



Aviation Investigation Final Report

Location:	Casper, Wyoming	Accident Number:	WPR11CA396
Date & Time:	August 19, 2011, 11:45 Local	Registration:	N53WY
Aircraft:	AVIAT AIRCRAFT INC A-1C-200	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that following an uneventful landing in a tailwheel-equipped airplane, in light and variable wind conditions, the airplane suddenly pulled hard to the right. Despite his control inputs, the airplane ground looped. Subsequently, the left main landing gear collapsed, which resulted in substantial damage to the left wing. The pilot reported no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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:	November 1, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	560 hours (Total, all aircraft), 54 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N53WY
Model/Series:	A-1C-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3084
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 17, 2010 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	46 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	46 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1D6
Registered Owner:	BURROWS KELLY SUE TRUSTEE	Rated Power:	200 Horsepower
Operator:	Christopher Burrows	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CPR,5350 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	29°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Alpine, WY	Type of Flight Plan Filed:	None
Destination:	Casper, WY (CPR)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Casper/Natrona County CPR	Runway Surface Type:	Asphalt
Airport Elevation:	5350 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	10165 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.907775,-106.464164(est)

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Darrel K Woodworth; Federal Aviation Administration; Casper, WY
Original Publish Date:	October 17, 2011
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=81566

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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](#).