



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Chetek, Wisconsin	Accident Number:	CEN12LA129
Date & Time:	January 6, 2012, 12:15 Local	Registration:	N11HY
Aircraft:	Aviat Aircraft Inc A-1C-180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was returning from a local flight with a passenger seated in the rear seat of the airplane. The pilot stated that during the landing roll, the airplane drifted toward the right edge of the runway due to a strong wind gust from the left. The pilot aborted the landing, and during the climb, without his input, the control stick moved to the right and rearward, and the airplane impacted the ground. The pilot said that he had advised the passenger to remain clear of the control stick. However, it is likely that the passenger did move the control stick during the attempted climb. The pilot's postaccident recommendation was that passengers should be briefed and reminded to keep their feet and legs clear of the control stick. The pilot indicated that there were no preimpact mechanical malfunctions or anomalies 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 passenger's interference with the flight controls, which resulted in the airplane's failure to climb after an aborted landing. Contributing was the pilot's failure to maintain directional control during landing roll, which resulted in the need to abort the landing.

Findings

Personnel issues	(general) - Passenger
Aircraft	(general) - Attain/maintain not possible
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground
Landing-aborted after touchdown	Loss of control on ground (Defining event)
Initial climb	Loss of control in flight
Uncontrolled descent	Collision with terr/obj (non-CFIT)

On January 6, 2012, about 1215 central standard time, an Aviat Aircraft Inc A-1C-180, N11HY, impacted terrain during an aborted landing on runway 35 (3,401 feet by 60 feet, dry asphalt), Chetek Municipal-Southworth Airport (Y23), Chetek, Wisconsin. The certificated private pilot and a passenger sustained minor injuries. The airplane sustained substantial damage to the wings and firewall. The airplane was registered to Aerosource LLC and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed and a flight plan had not been filed for the local flight that originated from Y23 at 1115.

The pilot stated that he briefed his grandson to keep clear of the control stick. They then departed on a local flight with his grandson seated in the rear seat. They returned to the departure airport where the pilot aborted the landing due to a gust of wind that pushed the airplane toward the right side of the runway. After liftoff from the aborted landing, the control stick moved uncommanded to the right and aft about 100 feet above ground level. The pilot was unable to move the control stick. The airplane entered a "hard" right descending turn and then impacted the ground.

The pilot stated the control stick is "quite large," and the rear seat is not adjustable. The pilot's recommendation was that passengers should be briefed and reminded to keep their feet and legs clear of the control stick. He also stated that the control stick be removed when small children and new passengers are aboard.

The pilot indicated that there were no mechanical malfunctions with the airplane.

Pilot Information

Certificate:	Private	Age:	58,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 7, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 2, 2011
Flight Time:	974 hours (Total, all aircraft), 15 hours (Total, this make and model), 906 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat Aircraft Inc	Registration:	N11HY
Model/Series:	A-1C-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	114-B
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	24 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	24 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-AIP
Registered Owner:	Aerosource LLC	Rated Power:	180 Horsepower
Operator:	Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RPD,1109 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	12:14 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.69 inches Hg	Temperature/Dew Point:	5°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chetek, WI (Y23)	Type of Flight Plan Filed:	None
Destination:	Chetek, WI (Y23)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	

Airport Information

Airport:	Chetek Municipal-Southworth Ai Y23	Runway Surface Type:	Asphalt
Airport Elevation:	1056 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3401 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	45.306388,-91.636665(est)

Administrative Information

Investigator In Charge (IIC): Gallo, Mitchell

Additional Participating Persons: Robert Diercks; Federal Aviation Administration; Minneapolis, MN

Original Publish Date: November 7, 2012

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=82661>

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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](#).