



Aviation Investigation Final Report

Location:	Dumas, Texas	Accident Number:	CEN13CA203
Date & Time:	March 21, 2013, 15:08 Local	Registration:	N132AA
Aircraft:	Aviat 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 stated he ended a flying lesson with a student early because the wind speed was increasing and it was getting too turbulent. He intended to fly his airplane back to his home airport, but waited 5 to 10 minutes until the wind calmed down to 10 to 12 knots. He stated that the approach end of the runway was somewhat sheltered by buildings and hangars. During the takeoff roll, a “strong” gust of wind resulted in the airplane becoming airborne prematurely, with the right wing raised 45 to 50 degrees. The pilot was able to level the wings before the airplane settled back to the runway; however, the airplane traveled about 100 feet off the side of the runway where it contacted a drainage ditch and nosed over, resulting in substantial damage to the left wing, vertical stabilizer and rudder, and fuselage. The takeoff was being made on runway 19. The local wind reported 13 minutes before the accident was from 230 degrees at 13 knots gusting to 20 knots. The wind reported 7 minutes after the accident was from 280 degrees at 23 knots gusting to 28 knots.

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 control of the airplane while taking off in gusty crosswind conditions. Contributing to the accident was the pilot’s decision to takeoff instead of waiting to ensure that the wind velocity had decreased.

Findings

Environmental issues	Variable wind - Effect on operation
Personnel issues	Aircraft control - Pilot
Environmental issues	Rough terrain - Contributed to outcome
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 4, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 27, 2011
Flight Time:	9245 hours (Total, all aircraft), 83 hours (Total, this make and model), 8901 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N132AA
Model/Series:	A-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2385
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 1, 2012 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	54 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	274 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A1P
Registered Owner:	howard L. Patton	Rated Power:	180 Horsepower
Operator:	howard L. Patton	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DUX,3706 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.44 inches Hg	Temperature/Dew Point:	23°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dumas, TX (KDUX)	Type of Flight Plan Filed:	None
Destination:	Sunray, TX (X43)	Type of Clearance:	None
Departure Time:	17:08 Local	Type of Airspace:	Class G

Airport Information

Airport:	Dumas Moore County KDUX	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Unknown
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	None

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:	35.856945,-102.012779(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Mark McDougall; FAA-LUB-FSDO; Lubbock, TX
Original Publish Date:	July 18, 2013
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=86490

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