



Aviation Investigation Final Report

Location:	Eloy, Arizona	Accident Number:	WPR14CA151
Date & Time:	March 29, 2014, 08:00 Local	Registration:	N33HY
Aircraft:	AVIAT AIRCRAFT INC 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 reported that he was practicing off airport landings and takeoffs. After the fifth landing, which was intended as a touch and go, he powered up for takeoff, lost directional control, and the airplane ground-looped. The airplane sustained substantial damage to the left wing spar, and left elevator. The pilot reported no preimpact 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 takeoff.

Findings

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	73
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 1, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 29, 2013
Flight Time:	753 hours (Total, all aircraft), 435 hours (Total, this make and model), 632 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N33HY
Model/Series:	A 1B B	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	2410
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 27, 2013 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	620 Hrs	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-A1P
Registered Owner:	FERRIN LONNY D	Rated Power:	180 Horsepower
Operator:	FERRIN LONNY D	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCGZ	Distance from Accident Site:	17 Nautical Miles
Observation Time:	07:45 Local	Direction from Accident Site:	293°
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	10°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tucson, AZ (57AZ)	Type of Flight Plan Filed:	None
Destination:	Eloy, AZ (E60)	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

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:	32.80389,-111.585281

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Thomas M Dickerson; FAA FSDO; Scottsdale, AZ
Original Publish Date:	May 5, 2014
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=88983

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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](#).