



Aviation Investigation Final Report

Location:	Oakdale, Louisiana	Accident Number:	CEN14CA405
Date & Time:	July 31, 2014, 11:00 Local	Registration:	N199MA
Aircraft:	AVIAT AIRCRAFT INC A-1C-180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing short field takeoff and landings in his tail wheel-equipped airplane that were fitted with tundra tires. On the fourth landing, the pilot used excessive braking to slow down and the airplane rolled forward and flipped over. A review of postaccident photographs revealed the airplane came to rest inverted and the wing struts were bent. The pilot reported there no mechanical deficiencies that contributed to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive braking on landing, which resulted in a loss of control.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Surface speed/braking - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	56
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 12, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 10, 2014
Flight Time:	6000 hours (Total, all aircraft), 50 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N199MA
Model/Series:	A-1C-180 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	2013	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3180
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-A1P
Registered Owner:	BOYD GROUP LLC	Rated Power:	0 Horsepower
Operator:	BOYD GROUP LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Oakdale, LA (ACP)	Type of Flight Plan Filed:	None
Destination:	Oakdale, LA (ACP)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

Airport Information

Airport:	ALLEN PARISH ACP	Runway Surface Type:	Grass/turf
Airport Elevation:	107 ft msl	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1000 ft / 50 ft	VFR Approach/Landing:	

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:	31.920476,-92.639762(est)

Administrative Information

Investigator In Charge (IIC): Yeager, Leah

Additional Participating Persons:

Original Publish Date: September 2, 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.ntsb.gov/Docket?ProjectID=89804>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).