



# Aviation Investigation Final Report

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<b>Location:</b>	Reklaw, Texas	<b>Accident Number:</b>	CEN15CA029
<b>Date &amp; Time:</b>	October 25, 2014, 11:15 Local	<b>Registration:</b>	N18DD
<b>Aircraft:</b>	DOUBLEDAY DONALD THORP TS-18CW	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

While attempting to land at a 4,000 foot long turf, private strip for a local fly-in, the accident pilot radioed his intention to land the runway. The pilot of airplane behind that accident pilot radioed his intention to perform a fly-by of the runway. The accident pilot landed long on the runway and decided to abort the landing. The trailing airplane was now overhead the accident pilot, so he delayed his takeoff. More airplane were flying overhead so the pilot decided to continue with the rollout. He assessed that the ground loop might injure nearby pedestrians, so he applied brakes, but the airplane did not stop before exiting the end of the strip into a stock tank. Substantial damage was sustained to the right wing. On the submitted report, the pilot stated that the accident could have been prevented if an air boss had been present to deconflict traffic.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate monitoring of the airplane's approach path which resulted in long landing and a subsequent runway excursion. Contributing to the accident was the pilot's delayed decision to apply the brakes, inflight traffic, and nearby pedestrians.

## Findings

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<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Aircraft</b>	Landing distance - Capability exceeded
<b>Personnel issues</b>	Delayed action - Pilot
<b>Environmental issues</b>	Aircraft - Effect on operation
<b>Environmental issues</b>	Person - Effect on operation

## Factual Information

### History of Flight

<b>Landing</b>	Runway excursion (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	68
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 19, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 7, 2014
<b>Flight Time:</b>	485 hours (Total, all aircraft), 212 hours (Total, this make and model), 364 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DOUBLEDAY DONALD	<b>Registration:</b>	N18DD
<b>Model/Series:</b>	THORP TS-18CW	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2010	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	003
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 19, 2013 Condition	<b>Certified Max Gross Wt.:</b>	1834 lbs
<b>Time Since Last Inspection:</b>	61.7 Hrs	<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>	153.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-360-A3A
<b>Registered Owner:</b>	DOUBLEDAY DONALD	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	DOUBLEDAY DONALD	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KJSO,677 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	16:15 Local	<b>Direction from Accident Site:</b>	277°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.2 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WEATHERFORD, TX (WEA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Reklaw, TX (7TA7)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FLYING M RANCH 7TA7	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	310 ft msl	<b>Runway Surface Condition:</b>	Rough;Vegetation
<b>Runway Used:</b>	20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	31.843889,-94.95861

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Aguilera, Jason
<b>Additional Participating Persons:</b>	Morris McAllister, FAA FSDO; Irving, TX
<b>Original Publish Date:</b>	March 10, 2015
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=90307">https://data.nts.gov/Docket?ProjectID=90307</a>

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](#).