



Aviation Investigation Final Report

Location:	Placerville, California	Accident Number:	GAA17CA049
Date & Time:	October 24, 2016, 15:30 Local	Registration:	N331MA
Aircraft:	AVIAT AIRCRAFT INC A-1C	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The tailwheel endorsed pilot who was receiving additional instruction from an appropriately rated flight instructor acting as a safety pilot in the tailwheel equipped airplane reported, that during the landing roll before the tail settled to the runway, a gust of wind "pushed" the airplane to the right edge of the runway. He further reported that he attempted to abort the landing to avoid parked aircraft. Subsequently, the airplane impacted an airport perimeter fence during the aborted landing.

The airplane sustained substantial damage to both wings, the right aileron and the rudder.

The pilot reported that there were no pre impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

A review of the local weather on the airfield, about the time of the accident, recorded the wind from 180 degrees true, at 12 nautical miles per hour (knots), with gusts to 20 knots. The pilot landed runway 23.

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 of the airplane during landing in gusty crosswind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Environmental issues	Fence/fence post - Contributed to outcome
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 11, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 4, 2016
Flight Time:	(Estimated) 269 hours (Total, all aircraft), 2 hours (Total, this make and model), 144 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	36, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	March 9, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 18, 2015
Flight Time:	(Estimated) 1515 hours (Total, all aircraft), 7 hours (Total, this make and model), 1455 hours (Pilot In Command, all aircraft), 165 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N331MA
Model/Series:	A-1C 180	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3089
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 8, 2015 100 hour	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	280 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-A1P
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPVF,2583 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	22:15 Local	Direction from Accident Site:	155°
Lowest Cloud Condition:	Few / 3700 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	16°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAN CARLOS, CA (SQL)	Type of Flight Plan Filed:	None
Destination:	Placerville, CA (PVF)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PLACERVILLE PVF	Runway Surface Type:	Asphalt
Airport Elevation:	2585 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3910 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.723888,-120.754165(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Thomas Weeks; FAA; Sacramento, CA
Original Publish Date:	January 18, 2017
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=94305

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](#).