



Aviation Investigation Final Report

Location:	Williamsport, Pennsylvania	Accident Number:	GAA18CA022
Date & Time:	October 22, 2017, 09:29 Local	Registration:	N337AM
Aircraft:	AVIAT AIRCRAFT INC A1	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tundra-tired, tailwheel-equipped airplane reported that, during touchdown, he saw that the left emergency brake was partially engaged. He added that the left wheel was locked and that the airplane exited the left side of the runway. Subsequently, the right landing gear collapsed, and the right wing tip struck the ground.

He added that, before the previous takeoff from a grass airstrip, he had performed his preflight checklist, which was normal. But, "upon reflection," he realized that he had changed his normal routine by shutting down the engine, setting the parking brakes, and exiting the airplane after completing the checklist. After re-entering the airplane, he only did a "visual left to right flow check." He then pressed and released the brakes and applied power holding the left rudder and brake down to turn the airplane in the direction of the departure and then departed after a "very short ground roll downhill."

He further added that, by immediately turning left during the takeoff roll, he "may not have released enough pressure on the parking brake to turn it completely off." He believed that, due to the combination of the large smooth tire, wet grass, and downslope hill, he was unable to determine that the emergency parking brake was engaged.

The airplane sustained substantial damage to the fuselage and right wing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to verify that the parking brake was disengaged before landing, which resulted in a runway excursion.

Findings

Aircraft	Master cylinder/brake valve - Unintentional use/operation
Personnel issues	Task monitoring/vigilance - Pilot
Personnel issues	Aircraft control - Pilot
Personnel issues	Forgotten action/omission - Pilot

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
Landing	Loss of control on ground
Landing	Landing gear collapse
Landing	Dragged wing/rotor/float/other

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 2, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 26, 2016
Flight Time:	(Estimated) 3264 hours (Total, all aircraft), 610 hours (Total, this make and model), 3264 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 18.5 hours (Last 30 days, all aircraft), 4.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N337AM
Model/Series:	A1 B	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2337
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 18, 2017 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1295 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:	KIPT,525 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:54 Local	Direction from Accident Site:	59°
Lowest Cloud Condition:	Few / 300 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.38 inches Hg	Temperature/Dew Point:	9°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reedsville, PA	Type of Flight Plan Filed:	None
Destination:	Williamsport, PA (IPT)	Type of Clearance:	VFR
Departure Time:	08:57 Local	Type of Airspace:	Class D

Airport Information

Airport:	WILLIAMSPORT RGNL IPT	Runway Surface Type:	Asphalt
Airport Elevation:	528 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	6825 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	41.239166,-76.930557(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Jeffrey Barholomew; FAA; Harrisburg, PA
Original Publish Date:	January 11, 2018
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=96237

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