



# Aviation Investigation Final Report

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<b>Location:</b>	Dixie, Idaho	<b>Accident Number:</b>	GAA18CA405
<b>Date &amp; Time:</b>	July 6, 2018, 13:30 Local	<b>Registration:</b>	N891DC
<b>Aircraft:</b>	Aviat Aircraft Inc A-1C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, during approach to a backcountry, private dirt airstrip, the wind was swirling, and he decided to go around. During the second landing attempt, the airplane descended below the treetops surrounding the airstrip, which prevented the pilot's ability to safely perform a go around, and a wind gust from behind the airplane pushed it past the end of the runway into trees.

The airplane sustained substantial damage to both wings.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported that the wind was variable at 15 knots, gusting to 15 to 20 knots.

## 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 an adequate approach in gusting tailwind conditions, which resulted in a runway overshoot.

## Findings

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<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Tailwind - Effect on operation
<b>Environmental issues</b>	Gusts - Effect on operation
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

Landing	Landing area overshoot (Defining event)
Landing	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	65, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 10, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 18, 2017
Flight Time:	(Estimated) 6000 hours (Total, all aircraft), 1100 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Aviat Aircraft Inc	Registration:	N891DC
Model/Series:	A-1C 180	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3202
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 13, 2017 Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	600 Hrs	Engine Manufacturer:	Lycoming
ELT:	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

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KGIC,3314 ft msl	<b>Distance from Accident Site:</b>	38 Nautical Miles
<b>Observation Time:</b>	20:35 Local	<b>Direction from Accident Site:</b>	312°
<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>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mc Call, ID (MYL )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Dixie, ID (PVT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Private PVT	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	5500 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	W	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1300 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	45.514167,-115.442779(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Doug Belcher; FAA; Spokane, WA
<b>Original Publish Date:</b>	March 18, 2019
<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=97721">https://data.nts.gov/Docket?ProjectID=97721</a>

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