



# Aviation Investigation Final Report

<b>Location:</b>	Rio Vista, California	<b>Accident Number:</b>	GAA19CA075
<b>Date &amp; Time:</b>	November 26, 2018, 12:30 Local	<b>Registration:</b>	N1916Z
<b>Aircraft:</b>	Darren M. Vinelli Sopwith PUP	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane reported that, during landing, the airplane encountered a variable crosswind gust, and the left wing lifted. He was able to keep the airplane on the runway and established a landing roll. The ground speed was about 20 mph, and the airplane encountered another wind gust. The airplane weather-vaned to the left, exited the left side of the runway, rolled into mud, and nosed over.

The airplane sustained substantial damage to the rudder.

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

The pilot reported that the wind at the time of the accident was variable at 5 knots, gusting to 8 knots. A METAR at the nearest airport about 12 miles west of the accident site reported that, about the time of the accident, the wind was from 020° at 6 knots. The pilot landed the airplane on runway 25.

## 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 during the landing roll in gusting tailwind conditions.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Gusts - Effect on operation
<b>Environmental issues</b>	Tailwind - Effect on operation
<b>Environmental issues</b>	Wet/muddy terrain - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Other weather encounter
<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 7, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 21, 2017
<b>Flight Time:</b>	(Estimated) 535 hours (Total, all aircraft), 79 hours (Total, this make and model), 459 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Darren M. Vinelli	<b>Registration:</b>	N1916Z
<b>Model/Series:</b>	Sopwith PUP	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2017	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	April 28, 2018 Condition	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	78 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-290G
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	125 Horsepower
<b>Operator:</b>	On file	<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>	KSUU,62 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	20:58 Local	<b>Direction from Accident Site:</b>	292°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rio Vista, CA (O88 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Rio Vista, CA (O88 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Rio Vista Muni 088	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	22 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4199 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>	38.193332,-121.703613(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	CRAIG S MILLER; FAA; SACRAMENTO, CA
<b>Original Publish Date:</b>	September 26, 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=98685">https://data.nts.gov/Docket?ProjectID=98685</a>

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