



Aviation Investigation Final Report

Location:	Payette, Idaho	Accident Number:	GAA18CA302
Date & Time:	May 28, 2018, 10:53 Local	Registration:	N2004U
Aircraft:	TAYLORCRAFT AVIATION CORP. F21	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the student pilot in the tailwheel-equipped airplane, he had completed a cross-country flight and aborted the first landing due to crosswind gusts from the left. He also aborted the second landing, but on his third approach about 60 knots, he committed to the landing. Just before touching down, the airplane encountered a left crosswind gust and then touched down oriented 10° left of the runway heading and bounced. The airplane veered right and exited the right side of the runway. He added full power and aborted the landing, but the airspeed was too slow. The airplane remained airborne for 150 ft, landed in a dirt field, and nosed over.

The airplane sustained substantial damage to the left wing and windscreen.

The student reported that, at the time of the accident, "winds were out of the NW at approximately 11 mph (as indicated by my Garmin Pilot app) with a 6 mph crosswind from the West and gusting." The airplane landed on runway 31.

The nearest METAR, which was 6 miles southwest of the accident site, reported that, about the time of the accident, the wind was from 300° at 10 knots.

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

Probable Cause and Findings

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

The student pilot's failure to maintain directional control during landing with a crosswind and his subsequent failure to maintain airspeed during an aborted landing, which resulted in a collision with terrain and nose-over.

Findings

Aircraft	Airspeed - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Other weather encounter
Landing	Abnormal runway contact (Defining event)
Landing	Loss of control on ground
Landing-aborted after touchdown	Nose over/nose down

Student pilot Information

Certificate:	Student	Age:	48,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 6, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 37 hours (Total, all aircraft), 27 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT AVIATION CORP.	Registration:	N2004U
Model/Series:	F21 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	F-1006
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 1, 2017 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	570 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235
Registered Owner:		Rated Power:	115 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:	KONO,2193 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	227°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	26°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Payette, ID (S75)	Type of Flight Plan Filed:	None
Destination:	Payette, ID (S75)	Type of Clearance:	None
Departure Time:	09:53 Local	Type of Airspace:	Class G

Airport Information

Airport:	PAYETTE MUNI S75	Runway Surface Type:	Asphalt
Airport Elevation:	2228 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	44.094444,-116.90361(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Keith Rittenberry ; FAA; Boise, ID
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97338

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