



Aviation Investigation Final Report

Location:	Red Creek, Arizona	Accident Number:	GAA19CA057
Date & Time:	November 3, 2018, 16:45 Local	Registration:	N93WY
Aircraft:	Aviat A1	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during landing on a dirt airstrip in calm winds, the airplane decelerated, but its tail would not lower. He thought it might have been due to slightly hard braking, so he released the brakes, and the airplane nosed over.

The airplane sustained substantial damage to the left wing.

About 2 years before the accident, the Arizona Pilot's Association and The Recreational Aviation Foundation issued a pamphlet about the accident airport. It stated that the airport had multiple hazards, including varying surface conditions and hard and soft areas. It also stated to use "at your own risk" and "injury and loss of aircraft are possible."

Probable Cause and Findings

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

The pilot's improper brake application during landing on a soft, dirt airstrip, which resulted in a nose-over.

Findings

Aircraft	Brake - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Environmental issues	Soft surface - Effect on operation

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Private	Age:	46,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 7, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 16, 2017
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N93WY
Model/Series:	A1 C-200	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3153
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 25, 2018 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	120.35 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1D6
Registered Owner:		Rated Power:	200 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:	KDVT, 1455 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	23:53 Local	Direction from Accident Site:	212°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	25°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Peoria, AZ (P48)	Type of Flight Plan Filed:	None
Destination:	Red Creek, AZ	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.160278,-111.72583(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Thomas Dickerson; FAA; Scottsdale, AZ
Original Publish Date:	June 10, 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=98633

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).