



Aviation Investigation Final Report

Location:	Lebanon, Indiana	Accident Number:	GAA19CA215
Date & Time:	April 15, 2019, 15:50 Local	Registration:	N3243
Aircraft:	Kaminskas RTH JUNGSTER 1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the tailwheel-equipped airplane reported that, about 30 minutes into the flight, the oil pressure gauge needle entered the yellow (caution) arc. The pilot decided to make a precautionary landing at the nearest airport and to land on the grass on the right side of the asphalt runway. Before landing, he overflew the grass surface twice and then conducted a touch-and-go landing to assess the surface condition. The third approach and landing were normal, but during the landing roll, the main landing gear wheels encountered "a soft patch of muddy soil," and the airplane nosed over.

The airplane sustained substantial damage to the empennage.

The pilot reported that the only mechanical malfunction that occurred was specific to the oil pressure gauge.

Probable Cause and Findings

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

The pilot's selection of unsuitable terrain for landing, which resulted in a nose-over.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Wet/muddy terrain - Effect on operation
Environmental issues	Wet/muddy terrain - Decision related to condition

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	55,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Waiver time limited special	Last FAA Medical Exam:	November 30, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 1, 2018
Flight Time:	(Estimated) 35000 hours (Total, all aircraft), 2 hours (Total, this make and model), 30000 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Kaminskas	Registration:	N3243
Model/Series:	RTH JUNGSTER 1 I	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	3
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	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:	KTYQ, 922 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:		Direction from Accident Site:	81°
Lowest Cloud Condition:		Visibility	6 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:			
Departure Point:	Bloomington, IN (BMG)	Type of Flight Plan Filed:	None
Destination:	Elkhart, IN (3C1)	Type of Clearance:	VFR
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Boone County 6I4	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	959 ft msl	Runway Surface Condition:	Standing water;Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3600 ft / 30 ft	VFR Approach/Landing:	Precautionary landing;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:	40.007221,-86.440551(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Steve Stombaugh ; FAA; Indianapolis , IN
Original Publish Date:	November 6, 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=99284

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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