



Aviation Investigation Final Report

Location:	Atlanta, Texas	Accident Number:	GAA16CA467
Date & Time:	September 5, 2016, 13:00 Local	Registration:	N52236
Aircraft:	Boeing A75N1(PT17)	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped biplane reported that during the landing on a grass airstrip, he landed long and was unable to stop before the landing gear contacted the edge of an intersecting asphalt runway and the biplane became airborne. The pilot further stated that after becoming airborne he aborted the landing, but the airplane impacted the top of a tree(s), descended, and touched down on an adjacent golf course. The biplane sustained substantial damage to both left wing struts.

The pilot reported that there were no pre impact mechanical failures or malfunctions with the airframe or engine 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 pilot's failure to attain the proper touchdown point on a grass airstrip and the airplane's subsequent collision with trees during an attempted aborted landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Environmental issues	Tree(s) - Effect on equipment

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)
Landing-aborted after touchdown	Off-field or emergency landing
Landing-aborted after touchdown	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
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 With waivers/limitations	Last FAA Medical Exam:	October 3, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 9, 2016
Flight Time:	(Estimated) 792 hours (Total, all aircraft), 98 hours (Total, this make and model), 29 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N52236
Model/Series:	A75N1(PT17) UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1943	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	GA99-32336-04
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 9, 2015 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3201.2 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	W670-6N
Registered Owner:		Rated Power:	220 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:	KTXK,361 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	22°
Lowest Cloud Condition:	Few / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	32°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JEFFERSON, TX (24F)	Type of Flight Plan Filed:	None
Destination:	Atlanta, TX (ATA)	Type of Clearance:	None
Departure Time:	12:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	HALL-MILLER MUNI ATA	Runway Surface Type:	Grass/turf
Airport Elevation:	280 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2264 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	33.124443,-94.16333(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Kevin J Taylor; FAA; Irving, TX
Original Publish Date:	January 18, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=93959

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.

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](#).