



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Morrilton, Arkansas	Accident Number:	GAA18CA365
Date & Time:	June 19, 2018, 08:15 Local	Registration:	N969TM
Aircraft:	CRAIG A REED STARDUSTER II	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot in the tailwheel-equipped biplane, he was performing touch-and-go takeoffs and landings. During the landing roll, the biplane veered right, and he aborted the landing. However, the biplane failed to gain altitude, exited the right side of the runway, and collided with a drainage culvert. The biplane then rolled about 50 ft into the field on the right side of the runway and stopped.

The biplane sustained substantial damage to the lower right wing spar.

The pilot reported that there were no mechanical malfunctions or failures with the biplane 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 loss of directional control during an aborted landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	5-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:	June 12, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 5, 2018
Flight Time:	(Estimated) 233 hours (Total, all aircraft), 25 hours (Total, this make and model), 167 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CRAIG A REED	Registration:	N969TM
Model/Series:	STARDUSTER II NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 16, 2018 Condition	Certified Max Gross Wt.:	1984 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	19.7 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	IO-360-A3B6D
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:	KRUE,403 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	291°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	26°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Morrilton, AR (BDQ)	Type of Flight Plan Filed:	None
Destination:	Morrilton, AR (BDQ)	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MORRILTON MUNI BDQ	Runway Surface Type:	Asphalt
Airport Elevation:	321 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 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:	35.136112,-92.713607(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Anthony R Flores; FAA; Little Rock, AR
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=97539

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](#).