



# Aviation Investigation Final Report

<b>Location:</b>	Moab, Utah	<b>Accident Number:</b>	GAA18CA477
<b>Date &amp; Time:</b>	May 19, 2018, 10:00 Local	<b>Registration:</b>	N833RD
<b>Aircraft:</b>	Davidson, Ronald A. Avid	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot in the tailwheel-equipped airplane reported that, during the landing roll on the dirt surface, he “pinned” the tailwheel on the ground and that he then applied aft stick to keep the tailwheel on the ground. However, he was concerned about the condition of the last third of the runway, and he chose to stop before it. He reported that he applied the brakes "a little harder than normal" and that the tail rose off the ground. He released his brake application, but the tail continued to rise, and the airplane nosed over.

The airplane sustained substantial damage to the vertical stabilizer and the rudder.

The pilot reported that there was still had about 1,000 ft of runway remaining but that he failed to recognize and correct for the momentum of the rising tail in a timely manner.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 pilot's excessive brake application and delayed remedial action, which resulted in a nose-over.

## Findings

<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Personnel issues</b>	Delayed action - Pilot
<b>Personnel issues</b>	Identification/recognition - Pilot

## Factual Information

### History of Flight

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

### Pilot Information

Certificate:	Commercial	Age:	44,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 9, 2016
Flight Time:	(Estimated) 1195.1 hours (Total, all aircraft), 87.6 hours (Total, this make and model), 926.9 hours (Pilot In Command, all aircraft), 21.3 hours (Last 90 days, all aircraft), 12.6 hours (Last 30 days, all aircraft), 8.6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Davidson, Ronald A.	Registration:	N833RD
Model/Series:	Avid Magnum	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	M76
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 12, 2018 Condition	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	217.1 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:		Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCNY,4560 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	38°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Moab, UT (KCNY)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Moab, UT (UT75)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Mineral Canyon Strip UT75	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	3900 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 40 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	38.533332,-109.983329(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Kent Gibbons; FAA; Salt Lake City, UT
<b>Original Publish Date:</b>	June 10, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98019">https://data.nts.gov/Docket?ProjectID=98019</a>

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