



Aviation Investigation Final Report

Location:	Moberly, Missouri	Accident Number:	GAA19CA170
Date & Time:	March 15, 2019, 15:00 Local	Registration:	N4926M
Aircraft:	Piper PA 11	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing roll, the right wing "lifted abruptly and rapidly." He attempted to correct with right aileron, but the airplane veered left and then began to yaw left. The pilot added right rudder and power to correct to no avail. Subsequently, he reduced power, and the airplane exited the runway, impacted a ditch, and then came to rest inverted.

The airplane sustained substantial damage to the right wing and rudder.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot estimated that the wind was from 300° at 24 knots, gusting to 28 knots. The airport's automated weather observation station reported that, about 5 minutes before the accident, the wind was from 320° at 15 knots, gusting to 21 knots. The pilot landed the airplane on runway 31.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing roll in gusting wind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation
Environmental issues	Sloped/uneven terrain - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	24, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
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 Without waivers/limitations	Last FAA Medical Exam:	February 4, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 1, 2019
Flight Time:	(Estimated) 2500 hours (Total, all aircraft), 2 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4926M
Model/Series:	PA 11 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	11-1638
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 26, 2018 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C90 SERIES
Registered Owner:		Rated Power:	90 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:	KMBY, 867 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:55 Local	Direction from Accident Site:	92°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 21 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	9°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Omaha, NE (MLE)	Type of Flight Plan Filed:	None
Destination:	Moberly, MO (MBY)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Omar N Bradley MBY	Runway Surface Type:	Asphalt
Airport Elevation:	866 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5001 ft / 100 ft	VFR Approach/Landing:	None

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:	39.464168,-92.431945(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Marc Gibson ; FAA; Kansas City, MO
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=99132

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