



Aviation Investigation Final Report

Location:	Afton, Wyoming	Accident Number:	GAA19CA184
Date & Time:	March 31, 2019, 11:30 Local	Registration:	N676SC
Aircraft:	Piper PA 16	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 airplane reported that, upon landing, the airplane bounced twice and started to veer left. He immediately applied power to go around, but the main landing gear struck a snowbank, and the airplane nosed over.

The airplane sustained substantial damage to the left and right wings.

The pilot reported that there were no preimpact 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 improper landing flare, which resulted in a bounced landing and loss of directional control and the airplane's subsequent impact with a snowbank and nose-over during an attempted go-around.

Findings

Aircraft	Directional control - Not attained/maintained
Aircraft	Landing flare - Not attained/maintained
Personnel issues	Use of equip/system - Pilot
Environmental issues	Snow/ice - Effect on operation

Factual Information

History of Flight

Landing-aborted after touchdown	Abnormal runway contact (Defining event)
Landing-aborted after touchdown	Loss of control on ground
Landing-aborted after touchdown	Attempted remediation/recovery
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)
Landing-aborted after touchdown	Nose over/nose down

Pilot Information

Certificate:	Commercial	Age:	71,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-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:	May 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 13, 2018
Flight Time:	(Estimated) 2293 hours (Total, all aircraft), 34 hours (Total, this make and model), 2094 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N676SC
Model/Series:	PA 16 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1949	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	16-676
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 22, 2018 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2405 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A2B
Registered Owner:		Rated Power:	150 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:	KAFO, 6221 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:35 Local	Direction from Accident Site:	4°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	-1°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Afton, WY (AFO)	Type of Flight Plan Filed:	None
Destination:	Afton, WY (AFO)	Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Afton Muni AFO	Runway Surface Type:	Asphalt
Airport Elevation:	6220 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7025 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	42.708889,-110.942222(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Bruce Hanson; FAA; Denver, CO
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=99193

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](#).