



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Grand Island, Nebraska	Accident Number:	GAA18CA577
Date & Time:	September 18, 2018, 17:30 Local	Registration:	N811YD
Aircraft:	Aviat A1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the second flight of the day, which was a 3 hour 30 minute flight, the tower controller at the destination airport instructed him to land on runway 35. During the landing roll, he lost directional control, the airplane ground looped to the right, and the left wing impacted the ground.

The pilot added that he believed the accident was the result of fatigue. He added that he should have requested runway 13, which would have reduced the crosswind component, rather than accept the assigned runway.

The airplane sustained substantial damage to the left wing and left aileron.

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

The automated weather observation station at the airport reported that, about 37 minutes before the accident, the wind was from 100° at 12 knots. The same automated station reported that, about 23 minutes after the accident, the wind was from 100° at 12 knots, gusting to 22 knots. The airplane landed on runway 35.

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 tailwind and crosswind conditions. Contributing to the accident was the pilot's fatigue.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	(general) - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Tailwind - Effect on operation

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	64,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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:	August 9, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 18, 2018
Flight Time:	(Estimated) 1030.5 hours (Total, all aircraft), 896 hours (Total, this make and model), 916.2 hours (Pilot In Command, all aircraft), 61.7 hours (Last 90 days, all aircraft), 38.5 hours (Last 30 days, all aircraft), 5.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N811YD
Model/Series:	A1 B	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2278
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 10, 2018 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	905 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-360-A1P
Registered Owner:		Rated Power:	180 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:	KGRI,1856 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	22:53 Local	Direction from Accident Site:	177°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 22 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	29°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hot Springs, SD (HSR)	Type of Flight Plan Filed:	None
Destination:	Grand Island, NE (GRI)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	CENTRAL NEBRASKA RGNL GRI	Runway Surface Type:	Concrete
Airport Elevation:	1847 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	7002 ft / 150 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:	40.971942,-98.31472(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Greg Young; FAA; Lincoln, NE
Original Publish Date:	April 8, 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=98407

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](#).