



Aviation Investigation Final Report

Location:	Roseburg, Oregon	Accident Number:	GAA19CA255
Date & Time:	May 10, 2019, 13:25 Local	Registration:	N107DM
Aircraft:	Elmwood CHRISTAVIA MK I	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

The pilot of the tailwheel-equipped airplane reported that he made a three-point landing, but during the landing roll, the airplane veered right. He added that his left rudder and brake application "was not fast enough to arrest the progressive turn rate." He then applied full power to regain directional control, but his corrective action was too slow, so he decided to go around. He then realized that the climb rate was too slow, so he decided to abort the takeoff. The airplane touched down and exited the right side of the runway and subsequently ground looped to the right, and the left wing struck the ground.

The left wing sustained substantial damage.

The pilot reported that there were no mechanical malfunctions or failures 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 failure to maintain directional control during landing, which resulted in a ground loop.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

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)

Pilot Information

Certificate:	Private	Age:	63,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:	July 17, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 14, 2018
Flight Time:	(Estimated) 197.1 hours (Total, all aircraft), 27.6 hours (Total, this make and model), 133 hours (Pilot In Command, all aircraft), 29.6 hours (Last 90 days, all aircraft), 19.2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Elmwood	Registration:	N107DM
Model/Series:	CHRISTAVIA MK I 1	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	DM2017-1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 30, 2018 Condition	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	29.2 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320
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:	KRBG, 509 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	126°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	30°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Roseburg, OR (RBG)	Type of Flight Plan Filed:	None
Destination:	Roseburg, OR (RBG)	Type of Clearance:	VFR
Departure Time:	12:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	Roseburg Rgnl RBG	Runway Surface Type:	Asphalt
Airport Elevation:	533 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5003 ft / 100 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:	43.239444,-123.355834(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Richard Chagnon; FAA; Portland, OR
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99414

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](#).