



# Aviation Investigation Final Report

<b>Location:</b>	North Myrtle Beach, South Carolina	<b>Accident Number:</b>	GAA18CA434
<b>Date &amp; Time:</b>	July 9, 2018, 11:00 Local	<b>Registration:</b>	N96T
<b>Aircraft:</b>	CLASSIC AIRCRAFT CORP WACO	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

The pilot of the tailwheel-equipped airplane reported that, after a three-point landing, the airplane began to "shudder" and veered left. He corrected by applying forward pressure to the control stick and right rudder, and the airplane's tailwheel raised off the runway, and the airplane regained the runway heading. As the airspeed decreased, the tailwheel touched down on the runway, and the airplane shuddered and veered left again. He corrected with right rudder, left brake and aileron, but the airplane ground looped to the left, and the main landing gear collapsed.

The airplane sustained substantial damage to the fuselage.

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

The pilot added that, about 1 hour before the accident, the wind was from 340° at 12 knots, gusting to 17 knots. The airport's automated weather observation system reported that, about the time of the accident, the wind was from 340° at 8 knots. The pilot landed the airplane on runway 5.

## 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 in a left quartering headwind.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Landing gear collapse

### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	45, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
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 With waivers/limitations	Last FAA Medical Exam:	February 20, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 14, 2018
Flight Time:	(Estimated) 6645 hours (Total, all aircraft), 250 hours (Total, this make and model), 6450 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CLASSIC AIRCRAFT CORP	<b>Registration:</b>	N96T
<b>Model/Series:</b>	WACO YMF	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1993	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	F5C-052
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	July 8, 2018 100 hour	<b>Certified Max Gross Wt.:</b>	2770 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Jacobs
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-755 B
<b>Registered Owner:</b>		<b>Rated Power:</b>	275 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	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>	KCRE, 32 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	345°
<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>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.18 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	North Myrtle Beach, SC (CRE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	North Myrtle Beach, SC (CRE)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	10:40 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	GRAND STRAND CRE	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	31 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	05	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5997 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	33.811668,-78.723892(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nepomuceno, Eleazar
<b>Additional Participating Persons:</b>	Daryl McMillan ; FAA; Columbia, SC Ronnie Jernigan; FAA; Columbia, SC
<b>Original Publish Date:</b>	September 26, 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=97854">https://data.nts.gov/Docket?ProjectID=97854</a>

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