



Aviation Investigation Final Report

Location:	Elko, Nevada	Accident Number:	WPR23LA190
Date & Time:	May 12, 2023, 10:45 Local	Registration:	N12HD
Aircraft:	AVIAT AIRCRAFT INC A-1C-180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, prior to commencing his approach to land the reported wind at the airport was variable at 5kts. During landing the tail of the airplane rose and shifted to the left at touchdown. The pilot attempted to recover, but the airplane ground looped, resulting in substantial damage to the left and right ailerons. Upon exiting the aircraft, the pilot observed the windsock indicating a quartering tailwind. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 loss of directional control during landing with a quartering tailwind.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Tailwind - Ability to respond/compensate

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Other weather encounter

Pilot Information

Certificate:	Private	Age:	62
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 12, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 25, 2023
Flight Time:	2873 hours (Total, all aircraft), 423 hours (Total, this make and model), 2816 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N12HD
Model/Series:	A-1C-180	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3401
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 24, 2022 Unknown	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	25 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O360A1P
Registered Owner:	On file	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:	KEKO, 5054 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	104°
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:	30.22 inches Hg	Temperature/Dew Point:	18°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Henderson, NV (KHND)	Type of Flight Plan Filed:	VFR
Destination:	Elko, NV (KEKO)	Type of Clearance:	VFR flight following
Departure Time:	06:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	Elko Regional EKO	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	Unknown
Runway Length/Width:	7454 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.824999,-115.79133(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Tom Wainscoat; FAA Reno FSDO; Reno, NV
Original Publish Date:	December 21, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=174532

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).