



# Aviation Investigation Final Report

<b>Location:</b>	Mobile, Arizona	<b>Accident Number:</b>	WPR23LA195
<b>Date &amp; Time:</b>	May 21, 2023, 08:33 Local	<b>Registration:</b>	N108AM
<b>Aircraft:</b>	AVIAT AIRCRAFT INC A-1B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel equipped airplane reported that during a wheel landing, the airplane touched down and bounced. He added a “slight bump of power” and decided to turn the landing into a three-point landing. The airplane was higher above the ground than he realized, and it stalled. During the second touchdown, the airplane landed hard, and the left main landing gear collapsed. The airplane bounced a second time, then settled onto the runway and veered off the runway to the left. The airplane crossed a berm and nosed over. The left-wing struts, vertical stabilizer, and rudder were substantially damaged. The pilot reported that there were no preaccident 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, resulting in a runway excursion and nose over.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 2, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 4, 2022
<b>Flight Time:</b>	(Estimated) 441.9 hours (Total, all aircraft), 54 hours (Total, this make and model), 441.9 hours (Pilot In Command, all aircraft), 20.2 hours (Last 90 days, all aircraft), 7.6 hours (Last 30 days, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AVIAT AIRCRAFT INC	<b>Registration:</b>	N108AM
<b>Model/Series:</b>	A-1B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2000	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2136
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 12, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	65 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1086 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<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>	KCGZ, 1462 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	08:56 Local	<b>Direction from Accident Site:</b>	86°
<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>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ Terrain-Induced
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/ Light
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Maricopa, AZ (A39)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Mobile, AZ	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:18 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Motown 5AZ6	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	1600 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2700 ft / 65 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.925225,-112.25838

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Blocher, Kristyn
<b>Additional Participating Persons:</b>	Darren Henley; Federal Aviation Administration; Scottsdale, AZ
<b>Original Publish Date:</b>	September 8, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192216">https://data.nts.gov/Docket?ProjectID=192216</a>

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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](#).