



National Transportation Safety Board Aviation Accident Final Report

Location:	Casper, WY	Accident Number:	WPR13CA040
Date & Time:	11/02/2012, 1400 MDT	Registration:	N130PS
Aircraft:	Spackman Avid Flyer	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 reported that he circled above the traffic pattern in the tailwheel-equipped airplane for approximately 1/2 hour before he entered the traffic pattern and conducted an uneventful approach and landing. The pilot reported that during the landing roll, the airplane ground looped, and the lower fuselage where the landing gears attach was substantially damaged. The pilot reported no mechanical failures or malfunctions 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 the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	12/13/2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	06/29/2012
Flight Time:	900 hours (Total, all aircraft), 1 hours (Total, this make and model), 850 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Spackman	Registration:	N130PS
Model/Series:	Avid Flyer	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1250D
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/26/2012, Conditional	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912A
Registered Owner:	E. Paul Spackman	Rated Power:	80 hp
Operator:	E. Paul Spackman	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	CPR, 5350 ft msl	Observation Time:	1353 MDT
Distance from Accident Site:	1 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	14°C / -6°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, Variable	Visibility (RVR):	
Altimeter Setting:	30.06 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Casper, WY (CPR)	Type of Flight Plan Filed:	None
Destination:	Casper, WY (CPR)	Type of Clearance:	None
Departure Time:	1330 MDT	Type of Airspace:	

Airport Information

Airport:	Casper/Natrona Intl Airport (CPR)	Runway Surface Type:	Asphalt
Airport Elevation:	5350 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	8679 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Jefferey R Rich	Adopted Date:	02/27/2013
Additional Participating Persons:	Mike Maglione; Federal Aviation Administration; Casper, WY		
Publish Date:	02/27/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85591		

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.