



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Mount Pleasant, UT	<b>Accident Number:</b>	WPR14CA001
<b>Date &amp; Time:</b>	10/01/2013, 1133 MDT	<b>Registration:</b>	N224KF
<b>Aircraft:</b>	UNKNOWN UNKNOWN	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that he was practicing touch and go landings in the tail wheel equipped amateur-built airplane. During the landing, the airplane became "squirrely" and the pilot increased throttle in an effort to straighten the track on the runway. The airplane became airborne, however, did not have sufficient power to continue the takeoff climb. The airplane subsequently traveled off the runway and nosed over in a field. The underside of the fuselage and the rudder were substantially damaged. The pilot reported no preimpact 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 aircraft control during landing.

## Findings

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

## Factual Information

### History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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### Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last Medical Exam:	02/25/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	UNKNOWN	Registration:	N224KF
Model/Series:	UNKNOWN	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	UNKNOWN
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Unknown
Airframe Total Time:		Engine Manufacturer:	Unknown
ELT:	Not installed	Engine Model/Series:	Unknown
Registered Owner:	Mike Spencer	Rated Power:	
Operator:	Mike Spencer	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PUC	Observation Time:	1133 MDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	18° C / -4° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots, 130°	Visibility (RVR):	
Altimeter Setting:	29.97 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mount Pleasant, UT (43U)	Type of Flight Plan Filed:	
Destination:	Mount Pleasant, UT (43U)	Type of Clearance:	None
Departure Time:	MDT	Type of Airspace:	Class E

## Airport Information

Airport:	Mount Pleasant (43U)	Runway Surface Type:	Asphalt
Airport Elevation:	5830 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	4242 ft / 60 ft	VFR Approach/Landing:	None

## 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):	Debra J Eckrote	Adopted Date:	12/02/2013
Additional Participating Persons:	Vahl F Buchanan; FAA-FSDO; Salt Lake City, UT		
Publish Date:	12/02/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88170">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88170</a>		

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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.