



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Carlsbad, CA	<b>Accident Number:</b>	GAA16CA049
<b>Date &amp; Time:</b>	11/14/2015, 1446 PST	<b>Registration:</b>	N9872
<b>Aircraft:</b>	CURTISS WRIGHT Travel Air	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use - Sightseeing		

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## Analysis

According to the pilot of the tailwheel-equipped biplane, during the fourth landing roll of the day, the airplane "fish tailed" to the right and he was not able to maintain directional control. The airplane ground looped to the left on the runway, the right main landing gear collapsed and the lower right wing struck the ground. The airplane sustained substantial damage to the lower right wing and wing strut.

The pilot reported that there were no mechanical failures or anomalies prior to or during the flight that would have prevented normal operation.

## Flight Events

Landing - Loss of control on ground  
Landing-landing roll - Ground collision

## Probable Cause

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, resulting in a ground-loop, and substantial damage to the right wing and wing strut.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	68
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	(Estimated) 4656 hours (Total, all aircraft), 1856 hours (Total, this make and model), 3700 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CURTISS WRIGHT	<b>Registration:</b>	N9872
<b>Model/Series:</b>	Travel Air B-4000	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FUN FLIGHTS LLC	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Operating Certificate(s) Held:</b>	Certificate of Authorization or Waiver (COA)	<b>Engine Model/Series:</b>	W670-6A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use - Sightseeing		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CRQ, 330 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , Variable
<b>Temperature:</b>	21 °C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CARLSBAD, CA (CRQ)	<b>Destination:</b>	Carlsbad, CA (CRQ)

## Airport Information

<b>Airport:</b>	MC CLELLAN-PALOMAR (CRQ)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	24	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4897 ft / 150 ft		

## 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>Latitude, Longitude:</b>	33.128333, -117.280000 (est)		

## Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	03/14/2016
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=92329">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92329</a>		

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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.