



National Transportation Safety Board Aviation Accident Final Report

Location:	Yukon, OK	Accident Number:	GAA16CA176
Date & Time:	04/02/2016, 1500 CDT	Registration:	N107FG
Aircraft:	NORTH AMERICAN AT6	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that as the tail came down during the landing roll in gusty wind conditions, a wind gust lifted the airplane about 10 feet into the air, with the left wing high. The pilot further reported that the airplane drifted off the runway to the right and impacted the ground right wing first.

The airplane sustained substantial damage to the fuselage, both wings, and the empennage.

According to the pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

A review of recorded data from the automated weather observation station located about 5 miles to the southeast, revealed that, about 7 minutes before the accident occurred, conditions were wind 300 degrees true at 13 knots, wind gust 18 knots.

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 in gusty wind conditions, which resulted in runway excursion and impact with terrain.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Gusts - Ability to respond/compensate

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	11/10/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/11/2016
Flight Time:	(Estimated) 580 hours (Total, all aircraft), 108 hours (Total, this make and model), 434 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	NORTH AMERICAN	Registration:	N107FG
Model/Series:	AT6 D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	44-80858
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/07/2015, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9101.5 Hours	Engine Manufacturer:	P&W
ELT:	C91 installed, not activated	Engine Model/Series:	R1340
Registered Owner:	Twin Lakes Aviation, LLC.	Rated Power:	600 hp
Operator:	Twin Lakes Aviation, LLC.	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPWA, 1297 ft msl	Observation Time:	1953 UTC
Distance from Accident Site:	5 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	144°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	21°C / -1°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	13 knots/ 18 knots, 300°	Visibility (RVR):	
Altimeter Setting:	30.17 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	STILLWATER, OK (SWO)	Type of Flight Plan Filed:	None
Destination:	Yukon, OK (HSD)	Type of Clearance:	VFR
Departure Time:	1515 CDT	Type of Airspace:	Class G

Airport Information

Airport:	SUNDANCE (HSD)	Runway Surface Type:	Concrete
Airport Elevation:	1192 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5001 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted Date:	06/01/2016
Additional Participating Persons:	GAIL G SOBER; FAA; OKLAHOMA CITY, OK		
Publish Date:	06/01/2016		
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=92959		

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