



National Transportation Safety Board Aviation Accident Final Report

Location:	Carlsbad, NM	Accident Number:	CEN16LA202
Date & Time:	05/29/2016, 1100 MDT	Registration:	N95R
Aircraft:	Harry Oas Pitts S1C	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot was landing the tailwheel-equipped airplane; it departed the left side of the runway during the landing roll and subsequently nosed over. A skid mark associated with the left main wheel was observed on the runway following the accident. A postaccident examination did not reveal any anomalies of the brake system. Left and right rudder/brake pedal travel was not restricted, and the brake system was intact and operational. Weather information indicated that there was a 20° right crosswind at 8 knots about the time of the accident. Given the absence of mechanical anomalies, it is likely that the pilot failed to maintain directional control during the landing roll.

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 while landing in crosswind conditions.

Findings

Aircraft	Crosswind correction - Not attained/maintained (Cause) Directional control - Not attained/maintained (Cause)
Environmental issues	Crosswind - Response/compensation (Cause)

Factual Information

On May 29, 2016, about 1100 mountain daylight time, an experimental, amateur-built Harry Oas Pitts S1C airplane, N95R, was substantially damaged when it nosed over following a runway excursion during landing on runway 14L (4,616 feet by 150 feet, asphalt) at the Cavern City Air Terminal (CNM), Carlsbad, New Mexico. The pilot was not injured. The airplane was registered to and operated by private individuals under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which was not operated on a flight plan. The flight originated from the Big Spring McMahon-Wrinkle Airport (BPG), Big Spring, Texas, at about 0935.

The pilot reported that the prevailing wind was from 160 degrees at 8 knots while on approach to runway 14L at CNM. The approach and touchdown were without incident; however, as the airplane slowed, a "slight" left turn developed. Right rudder and brake inputs were not effective. The left turn continued until the airplane departed the runway pavement. The right wing subsequently struck the ground and the airplane nosed over.

Examination of the runway environment revealed a skid mark beginning left of the centerline and gradually curving toward the left side of the pavement. The mark appeared to have been associated with the left main landing gear tire. There did not appear to be any skid marks associated with the right main landing gear tire.

A postaccident examination was conducted by a local mechanic on behalf of the NTSB. Flight control continuity was confirmed and each control surface exhibited freedom of movement. The brake system was intact and operational. No flat spots were observed on either tire. The mechanic noted that the brakes seemed to be "touchy," adding that a small amount of pedal travel was required to actuate the brakes. In addition, the firewall exhibited a scrape mark and depression consistent with contact from the right rudder/brake pedal linkage. However, movement of the right pedal did not appear to be restricted.

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Runway excursion Nose over/nose down
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Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	09/30/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	740 hours (Total, all aircraft), 5 hours (Total, this make and model), 662 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Harry Oas	Registration:	N95R
Model/Series:	Pitts S1C	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	OAS-1
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	07/01/2015, Annual	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	934.6 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Eric N Sorensen	Rated Power:	150 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CNM, 3295 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1053 MDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	27° C / 17° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Big Spring, TX (BPG)	Type of Flight Plan Filed:	None
Destination:	Carlsbad, NM (CNM)	Type of Clearance:	None
Departure Time:	1035 CDT	Type of Airspace:	Class E

Airport Information

Airport:	Cavern City Air Terminal (CNM)	Runway Surface Type:	Asphalt
Airport Elevation:	3295 ft	Runway Surface Condition:	Dry
Runway Used:	14L	IFR Approach:	None
Runway Length/Width:	4616 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	Latitude, Longitude:	32.337500, -104.263333 (est)

Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen	Report Date:	09/11/2018
Additional Participating Persons:	Gordon D Morris; FAA Flight Standards; Lubbock, TX		
Publish Date:	11/27/2018		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=93285		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).