



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Zanesville, OH | Accident Number: | GAA16CA274 |
| Date & Time: | 05/31/2016, 1545 EDT | Registration: | N81DK |
| Aircraft: | KOONS DONALD H CYGNET | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot of the tailwheel equipped airplane reported that during the landing roll in crosswind conditions the airplane veered off the runway to the left. The pilot further reported that in order to avoid hitting a drainage ditch he "braked too hard" and subsequently the airplane nosed over.

The airplane sustained substantial damage to the firewall.

According to the pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine 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, which resulted in a runway excursion, and a nose over.

Findings

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| Aircraft | Directional control - Not attained/maintained (Cause) |
| Personnel issues | Aircraft control - Pilot (Cause) |
| Environmental issues | Crosswind - Effect on operation |

Factual Information

History of Flight

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

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|---------------------------|---|-----------------------------------|------------|
| Certificate: | Private | Age: | 75, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With Waivers/Limitations | Last FAA Medical Exam: | 11/12/2015 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | 08/23/2014 |
| Flight Time: | (Estimated) 2315 hours (Total, all aircraft), 88 hours (Total, this make and model), 2315 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--|--------------------------------|-----------------|
| Aircraft Make: | KOONS DONALD H | Registration: | N81DK |
| Model/Series: | CYGNET A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Normal | Serial Number: | 152 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 11/05/2015, Annual | Certified Max Gross Wt.: | 1158 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 867.3 Hours at time of accident | Engine Manufacturer: | Revmaster |
| ELT: | C91 installed, activated, did not aid in locating accident | Engine Model/Series: | 2100D |
| Registered Owner: | On file | Rated Power: | 72 hp |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | KZZV, 902 ft msl | Distance from Accident Site: | 7 Nautical Miles |
| Observation Time: | 1953 UTC | Direction from Accident Site: | 124° |
| Lowest Cloud Condition: | Scattered / 8000 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 29.98 inches Hg | Temperature/Dew Point: | 31 °C / 12 °C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MOUNT VERNON, OH (6G4) | Type of Flight Plan Filed: | None |
| Destination: | Zanesville, OH (42I) | Type of Clearance: | None |
| Departure Time: | 1520 EDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|-----------------|---------------------------|----------------------------|
| Airport: | PARR (42I) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 790 ft | Runway Surface Condition: | Dry |
| Runway Used: | 28 | IFR Approach: | None |
| Runway Length/Width: | 3100 ft / 26 ft | VFR Approach/Landing: | Full Stop; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 40.007222, -82.012500 (est) |

Administrative Information

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| Investigator In Charge (IIC): | Jackie L Vanover | Report Date: | 08/31/2016 |
| Additional Participating Persons: | Elizabeth Swingle; FAA; Columbus, OH | | |
| Publish Date: | 08/31/2016 | | |
| 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=93299 | | |

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