



National Transportation Safety Board Aviation Accident Final Report

Location:	Kinsey, KS	Accident Number:	GAA18CA439
Date & Time:	07/20/2018, 1530 CDT	Registration:	N49YX
Aircraft:	WAYNE D. TEEL Waix	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, the tailwheel-equipped airplane encountered a strong crosswind gust from the left during the landing roll. The airplane turned left into the wind and then exited the left side of the runway. The airplane collided with cornstalks and came to rest in a drainage culvert.

The airplane sustained substantial damage to the right wing spar.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

An automated weather observation station located about 23 miles from accident site reported, about 26 minutes before the accident, wind from 100° at 16 knots, gusting to 20 knots. The airplane landed on runway 18.

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 gusting crosswind conditions.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Gusts - Effect on operation (Cause) Crosswind - Effect on operation (Cause) Object/animal/substance - Contributed to outcome

Factual Information

History of Flight

Landing	Other weather encounter Runway excursion (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
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:	10/11/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	12/26/2016
Flight Time:	(Estimated) 459 hours (Total, all aircraft), 43 hours (Total, this make and model), 307 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WAYNE D. TEEL	Registration:	N49YX
Model/Series:	Waix	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	W0049
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/01/2018, Condition	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	219 Hours as of last inspection	Engine Manufacturer:	VIKING AIRCRAFT ENGINES
ELT:	C91A installed	Engine Model/Series:	HF-110
Registered Owner:	On file	Rated Power:	110 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:	KLQR, 2011 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	2056 UTC	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	36° C / 22° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kinsey, KS (33K)	Type of Flight Plan Filed:	None
Destination:	Kinsey, KS (33K)	Type of Clearance:	None
Departure Time:	1400 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Kinsley Muni (33K)	Runway Surface Type:	Asphalt
Airport Elevation:	2171 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3290 ft / 56 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:	37.908889, -99.403056 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	06/05/2019
Additional Participating Persons:	Joseph Gonsalves; FAA; Wichita, KS		
Publish Date:	06/05/2019		
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=97882		

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](#).