

Brief of Accident

Adopted 10/03/2011

ERA10LA063  
File No. 28704                      11/14/2009                      Fort Myers, FL                      Aircraft Reg No. N3823                      Time (Local): 10:18 EST

Make/Model: Curtiss Wright / TRAVEL AIR  
Engine Make/Model: Continental / W670-6N  
Aircraft Damage: Substantial  
Number of Engines: 1  
Operating Certificate(s): None  
Type of Flight Operation: Business; Sightseeing  
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	2

Last Depart. Point: Same as Accident/Incident Location  
Destination: Local Flight, FL  
Airport Proximity: On Airport/Airstrip  
Airport Name: Page Field Airport  
Runway Identification: 05  
Runway Length/Width (Ft): 6406 / 150  
Runway Surface: Asphalt  
Runway Surface Condition: Dry

Condition of Light: Day  
Weather Info Src: Weather Observation Facility  
Basic Weather: Visual Conditions  
Lowest Ceiling: None  
Visibility: 10.00 SM  
Wind Dir/Speed: 310 / 005 Kts  
Temperature (°C): 23  
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command                      Age: 40  
Certificate(s)/Rating(s)  
Commercial; Multi-engine Land; Single-engine Land  
Instrument Ratings  
Airplane

Flight Time (Hours)  
Total All Aircraft: 1789  
Last 90 Days: 127  
Total Make/Model: 60  
Total Instrument Time: 397

\*\*\* Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. \*\*\*

During approach, the pilot of the tailwheel-equipped biplane flew along at 20-30 feet above the runway until he was at midfield. The biplane touched down, bounced back in to the air, touched down again, and bounced once more prior to touching down for a third time in a nose-high attitude. The biplane then veered to the right, the right wing dipped, and the biplane cartwheeled, coming to rest inverted. The pilot had 60 hours of flight experience in the biplane. The previous owner had advised the pilot that landing the biplane took patience to land it perfectly and that attempting to land the biplane on asphalt with low experience could cause the biplane to bump repeatedly. He also advised that if the pilot pulled back on the control stick too soon during landing it could result in ballooning and porpoising.

Updated at Oct 3 2011 10:26AM

Brief of Accident (Continued)

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OCCURRENCES

Landing-flare/touchdown - Abnormal runway contact  
Landing-landing roll - Loss of control on ground  
Landing-landing roll - Runway excursion  
Landing-landing roll - Collision with terr/obj (non-CFIT)  
Landing-landing roll - Nose over/nose down

FINDINGS

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C  
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  
Personnel issues-Experience/knowledge-Experience/qualifications-Total experience w/ equipment-Pilot - F

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's improper recovery from a bounced landing and failure to maintain directional control, which resulted in a ground loop.  
Contributing to the accident was the pilot's minimal experience in the airplane make and model.