



**National Transportation Safety Board
Factual Data Collection Report of Accident**

LAX08CA041

Aircraft Reg No: N418MS
Most Critical Injury: Minor

Location/Time

Nearest City/Place: Holbrook, AZ
Occurrence Date: 12/22/2007
Occurrence Time: 1230 MST

Flight Itinerary

Last Depart. Point: Winnemucca, NV
Destination: Same as Accident/Incident Location

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Found Acft / FBA-2C2
Serial Number: 101
Landing Gear: Tailwheel
Engine Type: Reciprocating
Engine Make/Model: Lycoming / IO-540-LIC5
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: Carwil, LLC.
Operator of Aircraft: Kristin A. Carriere
Operator Address: Winnemucca, NV
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land

Instrument Ratings: None
Medical Cert: Class 3
Date of Last Med. Exam: 10/2005

Flight Time (Hours)

Total All Aircraft: 240
Total Make/Model: 74

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	3

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

On December 22, 2007, about 1230 mountain standard time, a Found Aircraft FBA-2C2, N418MS, operated by the pilot/owner, ground looped during landing rollout at the Holbrook Municipal Airport, Holbrook, Arizona. The airplane's left wing was broken and the fuselage was deformed. The airplane was substantially damaged. Visual meteorological conditions prevailed at the time of the personal flight, and no flight plan had been filed. The private pilot and one passenger received minor injuries, and two passengers were not injured. The flight was performed under the provisions of 14 CFR Part 91, and it originated from Winnemucca, Nevada, about 0815 Pacific standard time.

The pilot reported to the National Transportation Safety Board investigator that no mechanical malfunctions or failures were experienced with the airplane, and the surface wind was light and variable. She reported that following a 3-point landing she reduced all engine power and pulled the stick back to keep the tail down. Despite applying right rudder to keep the airplane centered on the runway and not moving to the left, she was unable to maintain control. The pilot reported that she added full engine power too late and the airplane ground looped striking its propeller.