



Aviation Investigation Factual Report

Location:	Big Bear City, California	Accident Number:	WPR23LA229
Date & Time:	June 17, 2023, 14:30 Local	Registration:	N62TX
Aircraft:	Cessna 305C (0-1E)	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On June 17, 2023, at 1430 Pacific daylight time, a Cessna 305C, N62TX, was substantially damaged when it was involved in an accident at Big Bear Airport (L35), Big Bear, California. The pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot of the tailwheel-equipped airplane reported that during takeoff from Big Bear Airport (L35), Big Bear, California, the airplane veered left, exited the runway, and ground looped. During the ground loop, the airplane's right wing impacted the terrain, resulting in substantial damage.

Postaccident examination of the airplane revealed that the tailwheel head bracket flanges had fracture separated. The bracket was removed and sent to the National Transportation Safety Board Materials Laboratory, Washington, DC, for examination. Examination of the fracture faces revealed the presence of dimpled ruptures, consistent with overstress fractures in cast aluminum.

The wind at the airport about the time of the accident was reported to be calm.

Pilot Information

Certificate:	Airline transport	Age:	75,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	April 11, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 15, 2023
Flight Time:	(Estimated) 4000 hours (Total, all aircraft), 182 hours (Total, this make and model), 3934 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N62TX
Model/Series:	305C (0-1E)	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	305M0051
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 1, 2023 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	75 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	675 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	O-470-15
Registered Owner:	On file	Rated Power:	213 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KL35,6749 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:15 Local	Direction from Accident Site:	82°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	21°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Big Bear City, CA	Type of Flight Plan Filed:	None
Destination:	Santa Ana, CA (SNA)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Big Bear City Airport L35	Runway Surface Type:	Asphalt
Airport Elevation:	6752 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	5850 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.263778,-116.85602

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Bruce Thielbar; Federal Aviation Administration; Riverside, CA
Report Date:	
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192403

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).