



Aviation Investigation Final Report

Location:	Indianapolis, Indiana	Accident Number:	CEN21LA157
Date & Time:	March 5, 2021, 16:00 Local	Registration:	N763LG
Aircraft:	POST THORP T-18	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing he was slow to react when the wind lifted the airplane's right wing. The airplane subsequently ground looped and came to a stop in the grass median between the runway and the taxiway. The airplane sustained substantial damage to the fuselage and vertical stabilizer. The pilot reported that there were no mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the pilot was landing on runway 01 with wind from 060° at 9 knots.

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 landing with a crosswind.

Findings

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

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Other weather encounter

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 9, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 22, 2020
Flight Time:	343 hours (Total, all aircraft), 69 hours (Total, this make and model), 321 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	POST	Registration:	N763LG
Model/Series:	THORP T-18	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	460
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 30, 2020 Condition	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	570.95 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A1A
Registered Owner:	On file	Rated Power:	180 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:	HFY	Distance from Accident Site:	
Observation Time:	15:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	11.1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Terre Haute, IN (3I3)	Type of Flight Plan Filed:	None
Destination:	Indianapolis, IN	Type of Clearance:	VFR
Departure Time:	15:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	INDY SOUTH GREENWOOD HFY	Runway Surface Type:	Asphalt
Airport Elevation:	822 ft msl	Runway Surface Condition:	Dry
Runway Used:	01/19	IFR Approach:	None
Runway Length/Width:	5102 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	39.6276,-86.088

Administrative Information

Investigator In Charge (IIC): Williams, David

Additional Participating Persons:

Original Publish Date: August 20, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=102752>

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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](#).