



Aviation Investigation Final Report

Location:	Anne Arundel, Maryland	Accident Number:	ERA22LA057
Date & Time:	November 7, 2021, 10:20 Local	Registration:	N619JB
Aircraft:	CESSNA/AIR REPAIR INC 305F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was attempting a takeoff in a tailwheel-equipped airplane in crosswind conditions. During the takeoff roll there was a sudden gust of wind that struck the airplane pushing it to the side. The pilot was unable to compensate for the sudden gust and it veered off the side of the runway into the grass and came to rest nose low, which resulted in substantial damage to the right wing. The pilot reported that it happened too fast, and he could not stop it. He further stated that there were no preimpact mechanical malfunctions or failures that would have precluded normal operation.

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 takeoff, which resulted in a runway excursion and substantial damage.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Response/compensation
Environmental issues	Crosswind - Ability to respond/compensate

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	April 19, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 5, 2021
Flight Time:	971 hours (Total, all aircraft), 38 hours (Total, this make and model), 910 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Pilot-rated passenger Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	December 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA/AIR REPAIR INC	Registration:	N619JB
Model/Series:	305F	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AR-1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 5, 2021 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1367 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	O-470-11
Registered Owner:	On file	Rated Power:	210 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:	FME, 151 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	248°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 14 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.24 inches Hg	Temperature/Dew Point:	11°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anne Arundel, MD	Type of Flight Plan Filed:	None
Destination:	Massey, MD (MDL)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	TIPTON FME	Runway Surface Type:	Asphalt
Airport Elevation:	150 ft msl	Runway Surface Condition:	Dry
Runway Used:	10/28	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.085387,-76.759414(est)

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	Mike Bevin; FAA FSDO; Baltimore, MD
Original Publish Date:	June 8, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104236

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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](#).