



Aviation Investigation Final Report

Location:	Monument, Oregon	Accident Number:	WPR22LA112
Date & Time:	February 26, 2022, 13:00 Local	Registration:	N9013F
Aircraft:	GREGORY S MILLER GM CUB	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 of the tailwheel equipped airplane reported that, prior to takeoff, he had the airplane positioned perpendicular to the direction of takeoff. During takeoff, when he added power and attempted to turn and align the airplane with the runway, he lost directional control. Subsequently, the airplane ground looped and struck a tree with the right wing, which resulted in substantial damage. The pilot reported that there were no preaccident malfunctions or failures with the airplane 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 failure of the pilot to maintain directional control during takeoff, which resulted in an impact with a tree.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tree(s) - Effect on equipment

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	58,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 11, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 18, 2021
Flight Time:	(Estimated) 3805 hours (Total, all aircraft), 1105 hours (Total, this make and model), 3755 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:	Male
Airplane Rating(s):	Seat Occupied:	Rear
Other Aircraft Rating(s):	Restraint Used:	3-point
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	GREGORY S MILLER	Registration:	N9013F
Model/Series:	GM CUB NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2020	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA1805121
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 1, 2021 Condition	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	140 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	Rated Power:	160 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:	KGCD,3698 ft msl	Distance from Accident Site:	36 Nautical Miles
Observation Time:	13:00 Local	Direction from Accident Site:	108°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.3 inches Hg	Temperature/Dew Point:	4°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monument, OR	Type of Flight Plan Filed:	None
Destination:	Portland, OR (TTD)	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private strip	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry;Holes;Rough;Vegetation
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	600 ft / 75 ft	VFR Approach/Landing:	None

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:	44.916738,-119.40009(est)

Administrative Information

Investigator In Charge (IIC):	Nixon, Albert
Additional Participating Persons:	Kevin Harvey; Federal Aviation Administration; Boise, ID
Original Publish Date:	June 22, 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=104706

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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](#).