



Aviation Investigation Final Report

Location:	Del Norte, Colorado	Accident Number:	CEN22LA432
Date & Time:	September 25, 2022, 14:11 Local	Registration:	N18NH
Aircraft:	HIBBARD NORMAN E THORP T-18	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the wind at the airport was from “082° at 7 knots” based on the automated observation. He entered a right traffic pattern and saw “no change” on the windsock before landing. After landing, the passenger commented that the windsock had changed. About that time, “the right wing came back up” and the airplane “swerved” to the right. The pilot initially added full engine power to go-around; however, he was unable to regain directional control and reduced engine power to idle. The airplane departed the runway and subsequently nosed over. The pilot reported that there were no anomalies which would have precluded normal operation. The vertical stabilizer and rudder sustained substantial damage during the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s loss of airplane control during landing due to a wind gust.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Contributed to outcome
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	78, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
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:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	February 7, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 14, 2021
Flight Time:	10200 hours (Total, all aircraft), 250 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HIBBARD NORMAN E	Registration:	N18NH
Model/Series:	THORP T-18	Aircraft Category:	Airplane
Year of Manufacture:	1993	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1313
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 1, 2022 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	622.7 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	N/A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRCV,7955 ft msl	Distance from Accident Site:	0.5 Nautical Miles
Observation Time:	14:15 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.43 inches Hg	Temperature/Dew Point:	21°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sedona, AZ (SEZ)	Type of Flight Plan Filed:	VFR
Destination:	Del Norte, CO (RCV)	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Astronaut Kent Rominger RCV	Runway Surface Type:	Asphalt
Airport Elevation:	7955 ft msl	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	6051 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.713784,-106.35201(est)

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Joseph Chavez; FAA Flight Standards; Denver, CO
Original Publish Date:	December 15, 2022
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=106002

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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](#).