



Aviation Investigation Final Report

Location:	Lawrenceburg, Tennessee	Accident Number:	ERA23LA032
Date & Time:	October 14, 2022, 15:15 Local	Registration:	N63597
Aircraft:	HOWARD AIRCRAFT DGA-15P	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While enroute to the destination, the pilot noted moderate turbulence and decided to land and wait until the turbulence decreased. During the first landing attempt, there was turbulence and the pilot elected to perform a abort the landing after the airplane touched down briefly. After the second landing, during the landing roll, a gust of wind raised the right wing resulting in the airplane veering to the right. The pilot applied power to increase the airflow over the rudder and recenter the airplane, however the airplane was drifting to the left. The airplane departed the left side of the runway and nosed over. During the accident sequence, the airplane sustained substantial damage to the wings and right elevator. The pilot reported no preimpact mechanical 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 pilot’s failure to maintain directional control during landing in gusting wind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Airline transport; Commercial	Age:	75, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	June 2, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 4, 2021
Flight Time:	14370 hours (Total, all aircraft), 294 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 33.5 hours (Last 90 days, all aircraft), 5.5 hours (Last 30 days, all aircraft), 1.1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HOWARD AIRCRAFT	Registration:	N63597
Model/Series:	DGA-15P	Aircraft Category:	Airplane
Year of Manufacture:	1944	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1830
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	November 18, 2021 Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	796.9 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	R-985-AN-6
Registered Owner:	On file	Rated Power:	450 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:	MRC,682 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	15:10 Local	Direction from Accident Site:	11°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	24°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tullahoma, TN (KTHA)	Type of Flight Plan Filed:	None
Destination:	Millington, TN (2M8)	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAWRENCEBURG-LAWRENCE COUNTY 2M2	Runway Surface Type:	Asphalt
Airport Elevation:	936 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5002 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.236008,-87.258489(est)

Administrative Information

Investigator In Charge (IIC):	Kemner, Heidi
Additional Participating Persons:	Neal Thorne; FAA/FSDO; Nashville, TN
Original Publish Date:	June 6, 2023
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=106172

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).