



Aviation Investigation Final Report

Location:	Roanoke, Texas	Accident Number:	CEN23LA356
Date & Time:	August 8, 2023, 09:30 Local	Registration:	N7776J
Aircraft:	Vans JV-Special / RV8	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while executing a three-point landing in a tailwheel-equipped airplane, the airplane touched down and a wind gust pushed the nose of the airplane to the left. The pilot attempted to keep the wings level and remain on the runway. He then applied the brakes and “shoved” the flight control stick forward. The airplane hit the runway on its nose and came to rest upright which resulted in substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the pilot was landing the airplane on runway 17 with wind from 090° 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 the landing roll with crosswind.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery

Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	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:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	May 26, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 6, 2022
Flight Time:	4756.1 hours (Total, all aircraft), 426.7 hours (Total, this make and model), 4756.1 hours (Pilot In Command, all aircraft), 10.1 hours (Last 90 days, all aircraft), 4.5 hours (Last 30 days, all aircraft), 0.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N7776J
Model/Series:	JV-Special / RV8 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 3, 2022 Condition	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	438.1 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-360 C1D6
Registered Owner:	On file	Rated Power:	200 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:	KAFW,723 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	228°
Lowest Cloud Condition:	Few / 9000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 2100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	31°C / 21°C
Precipitation and Obscuration:			
Departure Point:	Lancaster, TX (LNC)	Type of Flight Plan Filed:	None
Destination:	Roanoke, TX	Type of Clearance:	None
Departure Time:	08:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	NORTHWEST RGNL 52F	Runway Surface Type:	Asphalt
Airport Elevation:	643 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3500 ft / 40 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.054091,-97.232008(est)

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	Michael Lepore; FAA FSDO; Irving, TX
Original Publish Date:	January 25, 2024
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=192833

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](#).