



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| 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

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

Factual Information

History of Flight

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

Pilot Information

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|---------------------------|---|-----------------------------------|--------------|
| 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

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|--------------------------------------|---------------------------------|---------------------------------------|-----------------|
| 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

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| 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

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|-----------------------------|--------------------|----------------------------------|---------------------------|
| 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

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|----------------------------|--------|-----------------------------|---------------------------|
| 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

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| 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.nts.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](#).